

Intimations.

OXO

helps the Cook to cook
as she should cook.
There is more beef con-
centrated in a pound of
OXO than in a pound
of any other food in the
world.

OXO

is the genuine

LIEBIG COMPANY'S EXTRACT.

AGENTS:

WATKINS,
LIMITED,
APOTHECARIES HALL.

ERATED WATER FACTORY,
Masons Lane.

Hongkong, 7th January, 1902.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$5.50 per Cask of 37 1/2 lbs. Net ex Factory.

\$3.30 per Bag of 250 lbs.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 19th June, 1901.

WILLIAM MACLEOD, D.D.S.,
DENTIST.

Beaconsfield Arcade, Nos. 11 and 12,
2nd Floor.

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN AND CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.
Hongkong, 28th May, 1901.

VICTORIA CHAPTER,
No. 525, E.C.

A REGULAR CONVOCAION of the
above CHAPTER will be held in the
FREEMASONS' HALL, Zealand Street, on
MONDAY, the 3rd February, at 8 for 8.30 p.m.
Members are requested to notice the earlier
hour of Meeting.

Hongkong, 23rd January, 1902.

WILLIAM POWELL, Ltd.

GENERAL DRAPERS AND OUTFITTERS.

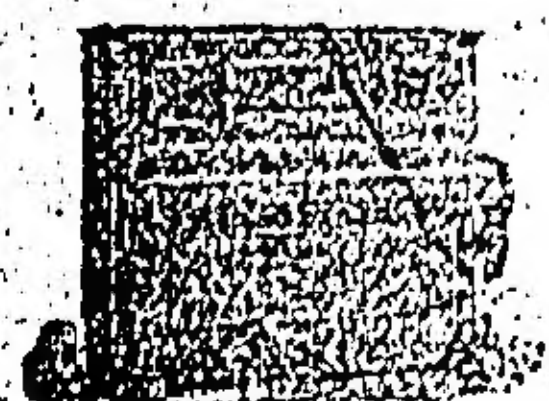
SPECIALLY SELECTED LOT OF
MIRRORS,
CUT GLASS OVERMANTELS,
in the most Artistic Styles and Designs
Stained Wood,
WHITE AND GOLD ENAMELED,
&c., &c., &c.

This forms an exceptional opportunity
of securing a genuine article at moderate
price.

Hongkong, 17th January, 1902.

BY SPECIAL APPOINTMENT

TO HIS MAJESTY  KING EDWARD, VII.



BECHSTEIN

ROYAL PIANOS.

Sole Agents: THE ROBINSON PIANO Co., Ltd.

At less cost see the **WERNER** and

HAAKE Pianos.

To-day's
Advertisements.

CHINA PROVIDENT LOAN AND
MORTGAGE CO., LIMITED.

NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEETING of the
Company will be held at the COMPANY'S
OFFICE, No. 11, Des Voeux Road, Central,
Victoria, in the Colony of Hongkong, on
SATURDAY, the 1st February, 1902, at 11
o'clock A.M., when the SUBJOINED RESO-
LUTIONS which were passed at the Extra-
ordinary General Meeting of the Company
held on the 22nd January, 1902, will be
submitted for confirmation as SPECIAL
RESOLUTIONS.

RESOLUTIONS.
1. "That the Capital of the Company
be reduced from \$2,000,000 divided into
100,000 shares of \$20 each to \$722,000
divided into 72,200 shares of \$10 each,
and that such reduction be effected by
cancelling the uncalled capital of \$10
per share on 72,200 shares which have
been issued, and by cancelling 27,800
shares which have not been taken or
agreed to be taken by any person.
2. "That after such reduction the
Capital of the Company be increased to
\$2,000,000 by the creation of 127,800
new shares of \$10 each of which 27,800
may be allotted in such manner as the
Directors shall think fit, but the remain-
ing 100,000 shares shall not be issued
without the consent of the shareholders
in General Meeting.
SHEWAN, TOMES & CO.,
General Managers,
Hongkong, 23rd January, 1902. [104d]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"FORMOSA"

Captain Hodgins, will be despatched for the
above Ports, on SATURDAY, the 25th instant,
at 3 P.M.

For Freight or Passage, apply to
DOUGLAS LAIRRAK & Co.,
General Managers.

Hongkong, 23rd January, 1902. [100d]

FOR CEBU AND ILOILO.

"ANTONIO MACLEOD,"

Captain Ugarte, will be despatched as above
on MONDAY, the 27th instant, at 10 A.M.

For Freight or Passage, apply to
BRANDAO & CO.,
Agents.

Hongkong, 23rd January, 1902. [101d]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAIKUN"

Captain Rouch, will be despatched for the
above Ports, on TUESDAY, the 28th instant,
at Daylight.

For Freight or Passage, apply to
DOUGLAS LAIRRAK & Co.,
General Managers.

Hongkong, 23rd January, 1902. [103d]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"NANKIN"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:-

From Persian Gulf, ex B. I. S. N. and B. & P.

S. N. Co.'s Steamers.

Goods not cleared by the 29th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

All damaged Packages must be left in the
Godowns and a certificate of the damage ob-
tained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognised.

E. A. HEWETT,
Superintendent.

Hongkong, 23rd January, 1902. [104d]

To-day's
Advertisements.

HONGKONG JOCKEY CLUB.

NOTICE.

THE undermentioned RACES for HORSES
and PONIES not entered for any of the
Official Events will form part of the Programme
for the Off-day, to be run on a date to be fixed
by the Stewards after the forthcoming Race
Meeting.

For each event there must be at least Five
Entrants in bona fide separate interests or the
race becomes void.

Entries will CLOSE to the Clerk of the
Course on SATURDAY, the 1st February
proximo.

THE KOWLOON STAKES.—For all Horses—
Australians and English to carry st. 11, lbs. 12;
Indian Country Breds st. 10, lbs. 12; Arms st.
10.

Winner to receive \$250. Second \$50. En-
trance \$10. Seven furlongs.

THE OPEN STAKES.—For all Ponies 14 hands
2 inches and under.

Australians and English to carry st. 11, lbs.
12; Indian Country Breds, Arms and China
Ponies st. 10, lbs. 4. Weight for inches allow-
ance lbs. 2 per quarter of an inch. Winner to
receive \$250. Second \$50. Entrance \$10.
Half-a-mile.

By Order,
T. F. HOUGH,
Clerk of the Course.

Hongkong, 23rd January, 1902. [105d]

WANTED.

CHEMIST (Qualified) is open for engage-
ment as MANAGER in First Class
Retail Dispensing Establishment, or would
entertain a Partnership. Disengaged, London
June 1902. Highest references offered.

Address: "CHEMIST,"
C/o The Hongkong Telegraph,
Hongkong, 23rd January, 1902. [102d]

KIUNGCHOW DISTRICT.

LOCAL NOTICE TO MARINERS
No. 16.

HAINAN STRAITS:
HAINAN REEF BUOY.

NOTICE is hereby given that the "HAI-
NAN REEF BUOY" has now been
re-aid in its proper position.

GEO. A. FORSAITH,
Harbour Master.

Approved:
JAMES W. ARSON,
Acting Commissioner of Customs.

Custom House,
Kiungchow, 20th January, 1902. [103d]

NOTICES TO CORRESPONDENTS.

IT is requested that all communications relating to Sub-
scriptions, Advertisements, &c., be addressed to the
"Manager, Hongkong Telegraph," and not to the Editors.
Letters on Editorial matters to be sent to "The Editor,"
and not to individual members of the staff.

Communications intended for publication must be accom-
panied by the name and address of the writer, not necessarily
for publication, but as evidence of good faith.

While the columns of the Hongkong Telegraph will always
be open for the free discussion by correspondents of all ques-
tions affecting public interests, it must be distinctly under-
stood that the Editor does not in any way hold himself
responsible for opinions thus expressed.

Intimation.

A. S. WATSON & Co.,
LIMITED.

ESTABLISHED A.D. 1841.

SPECIALITIES FOR THE SEASON

PORT & SHERRY,
OF THE FINEST QUALITY AND
VINTAGE.

CHAMPAGNE,
JULES MUMM & Co., a Wine for
Connoisseurs.

WATSON'S
E
SCOTCH
WHISKY.

COGNAC BRANDY,
QUALITY GUARANTEED.

CLARETS,
IMPORTED FROM THE BEST
GROWERS, AND INCLUDING
WINES FROM THE MOST CELE-
BRATED CHATEAUX.

CONFECTIONERY,
OF THE HIGHEST CLASS IN
GREAT VARIETY. IMPORTED
FROM THE LEADING LONDON
AND PARISIAN HOUSES.

CIGARS AND CIGARETTES,
AND SMOKERS' REQUISITES.
&c., &c., &c.

A. S. WATSON & CO., LIMITED.

The Hongkong Telegraph

HONGKONG, THURSDAY, JANUARY 23, 1902.

REUTER'S TELEGRAMS.

THE SOUTH AFRICAN WAR.

LONDON, January 21st.

The Imperial Government has intimated
to Australia and New Zealand that further
contingents of one thousand men from each
will be gladly accepted.

FRANCE AND THE WAR.

M. Delcasse, French Minister of Foreign
Affairs, replying to an interpellation, justified
the Hague tribunal's treatment of the Boer
appeal for arbitration, and added that inter-
vention meant war. His patriotism made it
his duty to refrain.

LOCAL AND GENERAL.

EXCHANGE remains at 1s. 10d.

SILVER has fallen one-eighth and is
now quoted at 25 1/2.

THE BANK BUYING RATE for sovereigns
has risen to 51s. 8d.

THE AMERICAN FLAGSHIP, Brooklyn
arrived from Amoy to-day.

THE ENGLISH MAIL of the 21st December
was delivered in London on the 20th inst.

THE FRENCH MAIL of the 16th December
was delivered in London on the 20th inst.

THE GERMAN MAIL of the 25th December
was delivered in London on the 22nd inst.

A NOTICE TO MARINERS with reference
to the relaying of the Hainan Reef Buoy
appears in our advertising columns.

H.R.H. THE PRINCE OF WALES, has
accepted the Presidency of the Society of Arts,
which was vacated by His Majesty on his
accession.

A REGULAR CONVOCAION of the
Victoria Chapter, No. 525, E.C., will be held in
the Freemasons' Hall, Zealand Street, on Mon-
day, the 3rd prox., at 8 for 8.30 p.m. Members
should bear in mind the earlier hour of meeting.

COMMUNICATION WITH THE NORTH:
—Direct Cable communication with Shanghai
and Foochow is interrupted. Messages for Foo-
chow, Shanghai, North China and Japan, will
be forwarded by cable to Amoy, thence by Land-
line to Foochow and cable to Shanghai.

THE DAY which the King has chosen for his
coronation, is the anniversary of the day on
which Oliver Cromwell was installed as Lord
Protector in Westminster Hall. On that occa-
sion the Chair of Scotland was brought out of
the Abbey and used for the ceremony.

GOVERNMENT ANALYSES.—The result
of the examinations made under "The Sale of
Food and Drugs Ordinance," for the quarter
ended December 31st last, showed that out of
two samples of milk examined one was found
to be adulterated. Two samples of beer had
been analysed and found genuine.

THE CRUISER "SIS" called at Portsmouth
on 17th ult. and at Sheerness on 18th on her
way to Chatham from China. She will pay off
at Chatham. She was one of the ships sent
to the Mediterranean in the time of the
trouble in China, and has had a busy com-
mission.

PAUPER'S GRAVE FOR AN OLD
SOLDIER.—Joseph Pearson, an old soldier
of many years service, was interred by the pa-
rochial authorities at Birmingham after the
body had lain in his dwelling for a fortnight,
the widow being too poor to provide the
funeral expenses.

RUGBY PLAYER GETS TEN YEARS.—
Eli Jacobson, the Rugby forward, who has
played for the North and Yorkshire teams, was
sentenced to ten years' penal servitude at Leeds
Assizes, by Mr. Justice Ridley. He was found
guilty of the attempted murder of his sweet-
heart by strangulation.

A SICKLY CREW.—Capt. Mayerhof of the
German steamer *Theodor Wille*, reports meet-
ing on the 18th instant, in Lat. 8° 39' N., Lon.
116° 32' E., the American barque *Evie J. Ray*,
30 days out from Borneo to Hongkong. She
reported all hands ill with beri-beri. Capt.
Mayerhof supplied the vessel with provisions;
no other assistance being required.

CATTLE CREMATORIUM AND REFUSE
DESTRUCTOR.—At the meeting of the Sanitary
Board this afternoon, three plans from the
Public Works Department were brought for-
ward for consideration. They showed the ar-
rangement and construction of a proposed cattle
crematorium and refuse destructor at Kennedy
Town, each consisting of one cell only, the
latter being intended for the destruction of
rubbish removed from plague infected pre-
mises.

THE MORTALITY STATISTICS for the
week ended 28th December last showed that
the death rate per 1,000 per annum for the
British, Foreign and Chinese Community of
the whole Colony was 14.5 against 17.8 the
same period last year while exclusive of the
Chinese Community it was 10.8 as compared
with 15.7 the corresponding week of 1901. For
the week ended the 4th January the figures
for the whole Colony were 17.3 against 17.8,
and exclusive of the Chinese community 38.0
as compared with 22.8. The following week
the death rate of the whole Colony, exclusive
of the Chinese, was 5.4 as against 11.4, and
including the native population the figures
were 17.1 as compared with 16.1 in the corre-
sponding week of last year.

MESSRS. COTTAM & CO. for FOOT-
WEAR.

MESSRS. COTTAM & CO. for SWAR-

STARVING WITH £350 ON HER.—A
woman having every appearance of extreme
destitution has been admitted to the West
Poorhouse at Aberdeen. On her clothing
being examined a sum of £350 7s. 1d. was
found sewn up in the lining of her dress. She
was in a starving condition.

HOW TO CATCH RATS.—Locate your bed
in a room much infested by these animals, and
on retiring put out the light. Then strew over
your pillow some strong-smelling cheese, three
or four red herrings, some barley meal or new
malt, and a sprinkling of fried cod fish. Keep
awake till you find the rats at work. Then
make a grab.—*Texas Democrat.*

THE CHINESE MINISTER IN LONDON,
Sir Chi Chen Lofengluh, though still far from
well, has recovered somewhat from the indis-
position from which he has been suffering for
the last three months. The medical men do
not seem to be able to satisfy themselves as to
the exact malady. His Excellency is able to
attend to all the current work of the Legation.

PHILIPPINE TOBACCO INDUSTRY.—
The London *Financier* says:—A combine is
being formed among the tobacco-growers of
the Philippine islands, with a capital of between
£6,000,000 and £7,000,000. The scheme is being
carried on in London under the supervision of
the Rothschilds, who, through their Spanish
investments, have large interests in the Philip-
pines. The paper adds:—The contracts and
concessions were arranged through some Amer-
ican peace delegates, who, in typical Yankee
fashion, have managed to combine private and
official business.

IMPRISONMENT OF IRISH MEM-
BERS.—Mr. Connor O'Kelly, Member for North
Mayo, has been sentenced to two months' im-
prisonment for a speech intimating the holders
of evicted farms. Mr. Sully, member for South
Leitrim, and Mr. John O'Donnell, member for
South Mayo, have been sentenced to one and
two months' imprisonment respectively, for
inciting tenants to withhold their rents. Mr.
Hayden, member for South Roscommon, has
been sentenced to three weeks' imprisonment for
a speech inciting to boycotting. Government,
it appears, has entered upon the long pending
struggle with the United Irish League, the
leaders of which boast of possessing a thousand
branches and openly defy Mr. Wyndham, the
Chief Secretary for Ireland.

NO MORE KHAKI.—In connection with
the two audiences which the King recently
granted to Lord Roberts, Mr. Brodrick, Lieut.
General Kelly-Kenny, and Major-General
F. W. Veitch, it is understood that it is finally
decided to dispense with khaki wearing
apparel in the army at the termination of the
campaign in South Africa. It was originally
intended to supply each man with a khaki
working dress in addition to his regimental
uniform, but it has now been decided to adopt
a drab mixture for the working costume of the
soldier. The new colour is said to be of a
more neutral character than the khaki serge
now in use, and in many ways better adapted
to the requirements of the army. Several
other changes are suggested, including the
introduction of a new cap for the Household
Cavalry, to take the place of the old forage
cap.

PROPOSED ARMOURD CRUISER.—
The new armoured cruiser which it is proposed
to build at Pembroke Dockyard, is one of a
class consisting of six vessels, for which pro-
vision has been made in the Navy Estimates
of the present financial year. They will be a
slight improvement upon the vessels of the
County class, of which several have already
been launched. The latter ships are 4,400 ft.,
in length, 65 ft. in beam and have a mean
draught of 24 ft. The new cruisers will be
slightly larger and will be supplied with a
heavier armament than their immediate pre-
decessors. It is proposed to substitute the new
pattern 7.5 in. guns for the brace of 6 in. guns
which are to be mounted in the forward and
after barbettes of the County class of cruisers.
As an illustration of the greater expense in-
curred in the construction of armoured cruisers,
it may be mentioned that whereas the *Powerful*
and *Terrible* each cost about £750,000, the
new class of cruisers which will be approxima-
tely of 4,000 less displacement, are not expected
to be built for less than £850,000 each.

THE HONGKONG LAND INVEST-
MENT AND AGENCY COMPANY,
LIMITED.

At noon to-day the thirteenth ordinary
meeting of shareholders in the above Company
was held at Victoria Buildings there being pres-
ent the Hon. J. J. Bell-Irving (Chairman), Hon.
C. P. Chater, C.M.C., Messrs. A. J. Raymond,
A. Haupt, H. P. White, N. A. Siebs, (directors),
M. S. Northcote (Acting Secretary), J. Gos-
mann, R. C. Wilcox, R. K. Leigh, C. S. Sharp,
Ho Tung, Ho Fook, E. C. Ray, E. George, A.
Denison, Dann, Benjamin, G. L. Tomlin, and
others.

The Chairman said:—Gentlemen, with your
permission I shall treat the Report & Accounts
as read. At the Annual Meeting your Directors
had a very favourable report to put before you
and the present one, which covers the first clear
12 months since the Company has been working
on the fully paid up Capital of \$5,000,000, it is
hoped may also be considered as satisfactory.
The Profits for 1901 including the amount
brought forward from the previous account
amount to \$689,877.04, equal to a little over 13
% on the Capital, the falling off as compared with
the previous year being accounted for by the fewer
sales of property. Directing your attention to
the first instance to our revenue derived from
Interest, you will observe a gross increase of
\$93,600, due to the fact that interest on monies
allowed to remain on mortgages of property sold

during 1900 has been received over the full
period; this is reduced however to a net in-
crease of some \$87,000 by the amount paid upon
borrowed money, of which you will see we have
availed ourselves to a greater extent than in the
previous year. Our Rent Account shows a
falling off of \$28,000, consequent on the sale of
properties during 1900, amounting to nearly
\$800,000, from which we received revenue
for a portion at least of that year, the loss from
this cause is to some extent minimized by the
income from new properties which have be-
come yielding during 1901, and the account
will be still further improved by the revenue
to be derived from properties as yet not fully
developed, but which we hope will be out of
the architects' hands during the next few months.
The Chairman at the last Annual Meeting
informed you that we had property undeveloped
standing in the Company's books at approx-
imately \$1,600,000, a portion of which would
shortly become yielding. Such has been the
case and I am pleased to state that these
newly developed properties are giving us a
good return on the capital invested; you will
understand, however, that while some prop-
erties appearing as unproductive in our state-
ment for that year have since given us
some return, it has only been for a por-
tion of the year and that further capital has
been required for the development of other
properties not yet completed so that the
amount remains at practically the same figure,
\$1,600,000, of which some \$270,000 will
shortly be yielding. This will not however,
necessarily reduce the amount remaining in
undeveloped property by that sum, since pay-
ments will fall to be made on the properties as
the work of developing them progresses. A
projected and most desirable scheme for the
improvement of the Eastern district of the
Colony will when carried out necessitate a
considerable outlay. It may interest you to
know that large blocks of our property not yet
ready for occupation have been already leased
as from the time of their occupation at figures
which will give us a handsome return on their
cost to the Company. During the past twelve
months the amount on Mortgages has decreased
by a small amount whilst the money invested
in property has increased by over 5 lakhs of
dollars, and it is the aim of your Directors to
further add to the Company's holding of real
estate as favourable opportunities occur. There
is ample margin on all mortgages, and the build-
ings on the Company's properties are in good
repair, I am glad to state, we have commenced
the present year with two sales giving very
satisfactory margins of profit, and I may also
mention that taking the present values of
property in this Colony those held by the
Company in every instance stand in the books
on a lower basis and in many cases would
show considerable margins of profit if realized.
Gentlemen, altogether prospects for the future
at present appear promising. I shall be pleased
to give the shareholders any further informa-
tion they may require.

There being no questions, the Chairman
proposed the adoption of the report and
accounts.

Mr. Wilcox in seconding said:—Mr. Chair-
man and gentlemen, I am sure the share-
holders present have all listened with much
gratification to the statement just given of the
financial position and further prospects of the
Company. The report may well be con-
sidered satisfactory, for though it does not
announce the wonderful results achieved in
1900, it does record a handsome profit
on the working, with which the most exact-
ing should be content. It is true the profit
on sales of property is small compared
with that of 1900, but it is greater than we
have been accustomed to.

THE WEST POINT BUILDING COMPANY, LIMITED.

The thirteenth ordinary meeting of shareholders in the West Point Building Company Ltd. was held at their offices, Victoria Buildings, this morning. There were present the Hon. C. P. Chater, C.M.G., in the chair, Hon. J. J. Bell-Irving, Messrs. C. S. Sharp, A. J. Raymond (directors), Mowbray S. Northcote (Acting Secretary), J. Goosmann, A. Haupt, R. K. Leigh, N. Mody, C. W. Dickson, Graca, and others.

The Chairman said:—Gentlemen, the report and accounts having been in your hands for some days, I will with your permission take them as read. The profits for the year, including the amount brought forward from the previous account, amount to \$10,609.87 as against \$4,612.47 for 1900. A glance at the Debit side of Profit and Loss will at once explain this slight decrease, revealing as it does an increase in the amount paid for Insurance of \$1,200 and in Repairs to Property of \$1,604. The enhanced value of property made it imperative for our own protection that there should be a re-valuation for Insurance purposes, which accounts for the increased charge for premium. Turning to the item for repairs, the increase here is mainly due to our having had to replace several of the beams carrying the verandahs to the property in Des Vaux Road West, in all cases iron girders having been substituted for the old wooden beams, and I regret to have to inform you that our architects deem it necessary to make a like change to all the houses in this street, which it is estimated will cost us about \$4,500; in view of the fact that our income from rents is now a fixed one, your Directors have deemed it advisable to provide in some measure for this contemplated outlay and therefore recommend the payment of a Dividend at \$1.60 per share and carrying forward of a larger balance than usual.

Before moving the adoption of the Report, I shall be pleased to answer any questions.

There being no questions, the Chairman proposed, and Mr. Dickson seconded, that the report and statement of accounts be adopted.

The motion was carried.

Mr. Leigh proposed, and Mr. Goosmann seconded, the confirmation of the appointment of the Hon. J. J. Bell-Irving as a Director in the place of the Hon. J. J. Keswick retired.

The motion was carried.

The re-election of the Hon. C. P. Chater and Mr. C. S. Sharp as Directors was proposed by Mr. Haupt and seconded by Mr. Leigh.

The motion was carried.

Mr. Goosmann proposed and Mr. Graca seconded, that Mr. Fullerton Henderson be re-elected auditor, and the motion was carried.

The Chairman:—That is all the business gentlemen. The dividend warrants will be ready to-morrow morning.

RATS AND BUBONIC PLAGUE.

IMPORTANT SUGGESTIONS BEFORE THE SANITARY BOARD.

At the meeting of the Sanitary Board this afternoon the question of rats in relation to bubonic plague was again brought forward and a pamphlet dealing with the subject from the Clayton Fire Extinguishing and Ventilating Co. Ltd. regarding the Clayton machine and its efficacy for the destruction of rats on ships from plague ports was submitted to the meeting.

The Director of Public Works had minuted to the effect that until some idea had been formed as to the means of using the apparatus and the probable cost per annum it was somewhat premature to apply to the Government. The apparatus would have to be mounted on a barge, which would require to be manned and would also want either to be self-propelling or towed about the Harbour by means of a steam launch. What vessels, he asked, was it proposed to disinfect or fumigate? He presumed one apparatus would be quite capable of dealing with all the vessels entering the Harbour.

A minute by the Registrar General asked for information regarding the circumstances under which it was proposed to use the apparatus and how often it would have been used, say for instance last year.

The Medical Officer of Health minuted—in reply to the Hon. Registrar General I should say it would be used on all steamers leaving this port when plague prevails here, and on all steamers arriving from plague infected ports, only, however, with the consent of the shipping agents. I suggest the matter appears to be needed for the work we require the apparatus to do, namely the destruction of rats in the holds of ships, and possibly also in our drains.

Included in the correspondence was a letter from the Rt. Hon. Joseph Chamberlain containing an extract from a letter from the Local Government Board in reply to an enquiry as to the risk of rats introducing plague into a country by swimming ashore from a vessel arriving from a plague infected port, and as to the precautions to be adopted to prevent it. This extract was to the effect that the Board were advised that, as a rule, rats when actually plague stricken are not in a condition to swim ashore if the distance be considerable or the water at all rough. So far, however, as the Board have had experience in the matter it would seem that rats on board ship from plague infected ports do not necessarily suffer from plague and that it is the exception to find that rats on such ships have been suffering from notable illness or dying in conspicuous numbers during the voyage. If, however, cases of plague have occurred among the rats during the voyage there is no surely so long as any remain alive on board the vessel that some of these animals may not be capable of importing plague into the place of the vessel's destination. Hence the Board have

recommended that special measures should be taken as regards rats in all such cases and forwarded copies of a memorandum prepared by their medical officer setting out the precautions which should be taken to prevent, as far as possible, the introduction of plague into a place by means of ship-borne rats.

These were—(1) destruction of rats on board, prevention of rats leaving the vessel by mooring a sufficient distance from other ships and from the shore, and placing guards on the mooring hawsers. (2) inquiries regarding mortality among rats on board vessels coming from plague infected ports, examination of dead rats, and, if plague stricken, the ship to be dealt with as provided under clause (1); (3) exceptional sickness or mortality among rats on board any vessel within the district to be viewed with suspicion; (4) rats when destroyed on board ship not to be handled, but at once cremated; (5) in the event of rats on board any ship being found to be infected with plague all parts of vessels frequented by them to be disinfected; (6) authorities of sea-port towns invaded by plague to endeavour to secure destruction of rats in the town, not least those inhabiting the docks and quayside warehouses, measures to be taken to prevent shore rats boarding vessels in port and attempt made to destroy all rats on board vessels about to proceed on their voyage, and captains of such vessels to be urged to take steps during the ensuing voyage for the destruction of rats that may have escaped destruction.

In order to ascertain the details of the apparatus devised for pumping SO₂ gas into the holds of ships to destroy rats the Colonial Office in London was communicated with and a letter was received in reply enclosing the handbook of the Clayton Company as mentioned above, with a description of the machine, which is specially designed for fumigating and disinfecting. It may be erected on board a barge or on a wharf and connects ships holds with the machine by means of flexible pipes passed on board. So soon as the rats perceived the presence of the SO₂ gas which the machine pumped into the ships they came out of their hiding places in their desire to get air and, being suffocated in the open are readily collected and cremated. The gas ensured the destruction of all insects and parasites upon the rats. The price of the fumigating machine is £800, and the necessary piping is estimated to cost about £150.

FUNERAL OF THE LATE COMMANDER W. C. H. HASTINGS, R.N.

All that was mortal of the remains of the late Commander W. C. H. Hastings, R.N., were yesterday laid to rest in the Happy Valley. Hundreds of prominent residents, including Government officials, Naval and Military officers, and Freemasons attended the ceremony and, on every hand, there were signs of deepest respect for the deceased gentleman and of sincerest sympathy with his widow. The cortege passed the Monument at five o'clock, but long before that hour many persons had assembled there to pay a last tribute to the gallant officer. The hearse was covered with beautiful floral tokens and upon arriving at the cemetery the coffin was removed, enshrouded with a Union Jack, and placed on the shoulders of Police Inspectors McNab, Gauld, Ford and Warnock. As the solemn procession slowly wended its way to the pretty little spot by the side of the grave of his son where the last sad ceremony was to be performed the tones of Bishop Hoare, reading the burial service, could be distinctly heard by those at the furthest end of the long line of mourners.

Behind the coffin walked H.E. Major-General Gascoigne, the Hon. J. H. Stewart Lockhart, His Honour A. G. Wise, His Honour T. Sercombe Smith, the Hon. W. Meigh Goodman, K.C., the Hon. Comdr. R. Murray Rumsey, Hon. C. P. Chater, Hon. W. Chatham, Hon. A. W. Brewin, Hon. A. M. Thomson, Dr. Atkinson, Dr. Bell, Messrs F. J. Budeley, C. Clementi, E. D. C. Wolfe, B. R. H. Taylor, J. E. Kemp, F. A. Hazeland, C. A. D. Melbourne, R. C. Dixon, G. P. Jordan, J. W. Norton Kyshe, F. B. L. Bowley, E. Cornwell Lewis, A. J. Reed, G. G. Burnett, Sirdar Khan, C. T. Silva, H. Khan, J. M. Costa, A. M. Silva, J. G. Aquino, Akbar Khan, H. Gardiner, B. Rodrigo, R. Gutierrez, A. Remedios, A. F. Castilho, V. Ribeiro, S. C. Haleem, O. Kitchell, J. S. D., and J. Remedios, M. Mendes, J. M. Silva, J. Victor, R. Rosario, H. Xavier, J. Britto, E. Gomes, J. Barros, A. Rozario, S. Oliveira, F. Hassai, J. N. Mura, P. Remedios, J. C. Ribeiro, S. Remedios, P. Mattos, S. Moosa, F. P. Silva, Chinese representatives of the Post Office, representatives of Freemason's Lodges, the Victoria Recreation Club and other bodies.

The ceremony at the graveside having been concluded, Police Sergeants Mac Swayed, Garrod, Gordon, Brazil and Cameron filled in the grave and afterwards covered it with beautiful wreaths, including one sent by the staff of the G. P. O. and inscribed "With the deepest respect and sympathy for our much lamented chief, from the staff of the General Post Office, Hongkong." This was placed at the head, while at the foot of the grave was another large wreath "With deepest sympathy from the United Service Lodge." Others included were from Bishop and Mrs. Hoare; Colonel and Miss Barr; Dr. and Mrs. Swan; Superintendent and Staff P. and O. S. N. Company; Officers and Brethren, Ararat Lodge, 264 E.C.; Officers and Brethren, United Chapter, 1341; Officers and Brethren of the United Mark Lodge, 419 G.C.; "With deep regret," from P.S. 58, A. J. Dymond, and P.S. 33, Garrod; "With Mrs. C. Robinson's sincere sympathy." Before parting the police constables most thoughtfully placed two of the wreaths on the tombstone of the deceased gentleman's son, whose death some three years ago came as a severe blow to him and his family.

MESSRS. COTTAM & CO. for DRESS SHIRTS, TIES, and WHITE KID GLOVES.

THE TAIKOO SPORTS.

In our announcement of the amateur athletic meeting on the grounds of the Taikoo Club to take place shortly the date, February 1st was given in error. The entries close on Friday, 21st January, and the meeting will be held on Saturday the 8th February.

AT THE MAGISTRACY.

January 23rd.

THE OLD, OLD GAME.

Ma Sui aspired to be a "confidence operator," and as it is said that the sin lies in being found out, he has sinned to the extent of four months hard labour in gaol. Chan Fung and Lai Yau, two amahs, were approached by the wily Ma Sui and shown what purported to be a roll of bills that he had found (?). After a little preliminary talk, he suggested, that it would excite less suspicion if they were changed by a woman and that he was willing to share with his two female companions. They readily bit at the bait offered, and as they were not acquainted with their "liberal friend," deposited jewellery to the value of \$43, with him as a guarantee that they would return with his share. It was the same old story, the roll of bills was composed principally of brown paper, and the amahs' cupidly cost them their jewellery. Ma Sui, however, was caught, and if they are lacking their trinkets, they are not wanting in revenge, as four months hard labour is his lot.

A CULTIVATED TASTE.

Tung Shu, an employee of Messrs. Lane and Crawford, does not care for the ordinary brands of cheap cigars. His employers kept a certain choice brand, on which his eyes had gazed longingly for some time, and he decided to sample them. He began with one box, but unfortunately for him he was caught in the act, and for the next month he will have an opportunity of judging what hard labour is.

CANTON NOTES.

(From Our Own Correspondent.)

CANTON, January 22nd.

THE VICEROY.

It is said on good authority that the Viceroy's permission to retire has been withdrawn, i.e. if it had ever been given. Perhaps this change has come about because the health of the Viceroy has improved very much during the last week or two. It is also said that Governor Tak must remain for some time yet. Of course changes may come soon but it is likely that the 'new year' will be well over before any new appointments will be made.

THE "NANNING" SHOOTING CASE.

The Magistrate of Shun Tak has his own version of the accident. According to Li Ka Cheuk's story a band of upwards of a hundred robbers from the Tung Kun district had landed in Shun Tak and were committing serious depredations. He ordered his head man to capture the band. After some manœuvring the robbers were cornered near Kum Chuk and attacked and, in the midst of the fight, the "Nanning" passed by. Of course no one could prevent the accident. Over thirty robbers were shot and as many more captured. In concluding Li remarked that had the foreigners been less anxious to see what was going on they would have escaped injury. They made a mistake in coming to the door to "look see."

ANOTHER FIGHT.

Another fight occurred in the Pun U district. Another band of robbers, also from the Tung Kun District, invaded the Pun U district. This time the local disturbers of the peace objected to, and determined to drive out the invaders. A battle followed in which several tens on both sides were killed.

A FRENCH BOAT LOANED.

There is a French River Boat lying off Tai Leung flying the Chinese flag. On another flag are some characters which say that this boat has been borrowed from the French. Li Ka Cheuk has in some way secured a loan of this boat to catch, as he says, robbers. The danger is that Li may be caught himself.

SWATOW WEEKLY SHIPPING REPORT.

(January 18th, 1902.)

Date.	Vessels.	Where from.	Agents.
Jan. 12	Anging Maru	Amoy	B. & Co.
13	Hagchow	Shanghai	B. & Co.
14	Dali Maru	Shanghai	B. & Co.
15	Neuchwang	Shanghai	B. & Co.
16	Dali Maru	Amoy	B. & Co.
17	Feochow	Shanghai	B. & Co.
18	Feochow	Shanghai	B. & Co.
19	Feochow	Shanghai	B. & Co.
20	Feochow	Shanghai	B. & Co.
21	Feochow	Shanghai	B. & Co.
22	Feochow	Shanghai	B. & Co.
23	Feochow	Shanghai	B. & Co.
24	Feochow	Shanghai	B. & Co.
25	Feochow	Shanghai	B. & Co.
26	Feochow	Shanghai	B. & Co.
27	Feochow	Shanghai	B. & Co.
28	Feochow	Shanghai	B. & Co.
29	Feochow	Shanghai	B. & Co.
30	Feochow	Shanghai	B. & Co.

DEPARTURES.

Date.	Vessels.	Destination.	Agents.
Jan. 12	Wenchow	Shanghai	B. & Co.
13	Anging Maru	Hongkong	B. & Co.
14	Shiao	Singapore	"
15	Pakhan	Amoy	"
16	Pakhan	Singapore & Penang	L. & Co.
17	Dali Maru	Amoy	B. & Co.
18	Hagchow	Hongkong & Canton	B. & Co.
19	Dali Maru	Hongkong	B. & Co.
20	Neuchwang	Singapore	B. & Co.
21	Feochow	Shanghai	B. & Co.
22	Feochow	Hongkong	B. & Co.
23	Feochow	Amoy & Shanghai	C. M. & Co.
24	Feochow	Hongkong	B. & Co.
25	Feochow	Amoy	B. & Co.
26	Feochow	Singapore	B. & Co.
27	Feochow	Hongkong	B. & Co.
28	Feochow	Bangkok	B. & Co.
29	Feochow	Hongkong	B. & Co.
30	Feochow	Shanghai	B. & Co.
31	Feochow	Hongkong & Canton	B. & Co.

SHIPPING IN PORT.

Date.	Vessels.	Where from.	Agents.
Jan. 12	Chowshu	Amoy	B. & Co.
13	Peichih	Wuhu	C. M. & Co.
14	Leiyuen	Canton	C. M. & Co.

MESSRS. COTTAM & CO. for the LATEST STYLES in "TRESS & CO'S FET HATS."

Entertainments.

HONGKONG BENEVOLENT SOCIETY.

A SUBSCRIPTION DANCE in aid of the above SOCIETY will be held in the CITY HALL, TO-MORROW, the 24th instant, at 9.30 P.M.

TICKETS \$5 each.

Tickets may be had from Mrs. FORBES, East Point, or from Members of the Committee of the Society.
Hongkong, 19th December, 1901.

PROMENADE CONCERTS.

MONDAY and TUESDAY.

3rd and 4th February.

CITY HALL.

9 P.M.

ORCHESTRA 120.

Band 22nd Bombay Infantry.

Bagpipes H.K. and S. Battalion.

(Ladies and Gentlemen of Hongkong will kindly assist.)

Booking at ROBINSON PIANO CO.

Dress Circle \$2

Promenade \$1

Conductor J. H. MOIR.

B.M. R.W.F.

Hongkong, 17th January, 1902. [76d]

Entertainments.



IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER OF THE ESTATE OF WILLIAM DANIEL RICHARDS, LATE OF VICTORIA, HONGKONG, BARMAN. Deceased.

NOTICE is hereby given that the Court has, by virtue of Section 53 of Ordinance No. 3 of 1897, made an Order limiting to the 16th day of MARCH, 1902, for sending in Claims against the above Estate.

All Creditors are hereby required to send their Claims to the Undersigned before the said Date.

Dated this 18th day of December, 1901.

J. W. NORTON-KYSHE,

Official Administrator.

[1382c]

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

THE SIXTEENTH ORDINARY ANNUAL GENERAL MEETING OF SHAREHOLDERS of the above Company will be held at the REGISTERED OFFICES of the Company, on MONDAY, the 27th January, at NOON, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th to 31st instant, both Days inclusive.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 14th January, 1902. [66d]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-FIRST ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the OFFICE of the Company, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 4th February, at 12 o'clock, NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director, and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd January to 4th February, inclusive.

By Order of the Board of Directors,

T. ARNOLD,

Secretary.

Hongkong, 14th January, 1902. [65d]

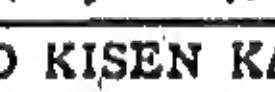
TOYO KISEN KAISHA.

A TRIP TO MANILA AND BACK IN 8 DAYS OVER THE CHINESE NEW YEAR HOLIDAYS.

A LIMITED NUMBER of First and Second Class SPECIAL RETURN TICKETS will be issued FOR MANILA AND BACK by S.S. "ROSETTA MARU" expected to sail Hongkong on or about 5th February; arrive Manila 12th " sail Manila 14th " arrive Hongkong 14th "

For further information, apply to MITSUI BUSSAN KASHA, Agents.

Hongkong, 22nd January, 1902. [99d]



NOTICE.

IN view of the intimate connection between PLAGUE and RATS, the Sanitary Board invite the attention of Household owners to the fact that RAT-CATCHERS supplied with the necessary TRAPS, &c., will be sent to any Domestic Building which is infested with Rats upon application to the MEDICAL OFFICER OF HEALTH.

By Order,

G. A. WOODCOCK,

Secretary.

Sanitary Board.

Hongkong, 23rd December, 1901. [132d]



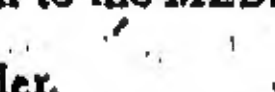
WANTED.

WANTED FOR THE CIVIL MEDICAL DEPARTMENT.

A EUROPEAN WARDMASTER, Single and of good Character.

Particulars as to Salary, Duties, &c. Apply to the Principal Civil Medical Officer before the 25th instant.

Hongkong, 17th January, 1902. [130d]



WANTED.

THERE is a VACANCY for a EUROPEAN PROBATIONER, NURSE, at the Government Civil Hospital.

Age not under 20 years.

For full Particulars: Apply to the Matron Government Civil Hospital before the 25th instant.

Hongkong, 17th January, 1902. [77d]

Entertainments.



At every turn,

day and night, you hear the enthusiastic praise of some one who is competent to judge and prefers

RAINIER BEER

to all others—the whole world has it and likes it.

SOLE AGENTS:

A. S. WATSON & Co., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 13th December, 1901. [19]

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,

CONNAUGHT HOUSE.

W. BREWER & Co.

JUST LANDED.

WHITAKER'S ALMANACK 1902.

Complete Edition \$1.75

Paper Edition 70

Strand Magazine; New Vol. 4.00

Pears' Magazine; New Vol. 4.00

John Chinaman, by E. H. Parker 5.50

Hongkong, 20th January, 1902. [34d]

Fresh Supply Christmas Numbers of Queen, Strand Magazine, Pearson Mag, Punch, Harpers Magazine, Scribners Monthly, The Century.

New International Code of Signals, \$13.

Chambers' Twentieth Century Dictionary, \$2.25.

WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE, CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS, AND

GENERAL EXPORTERS.

No. 35, Queen's Road Central,

Next Door Messrs. LANE, CRAWFORD & Co.

Hongkong, 20th November, 1901. [1256c]

NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barnicks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cyder, &c., &c., &c.

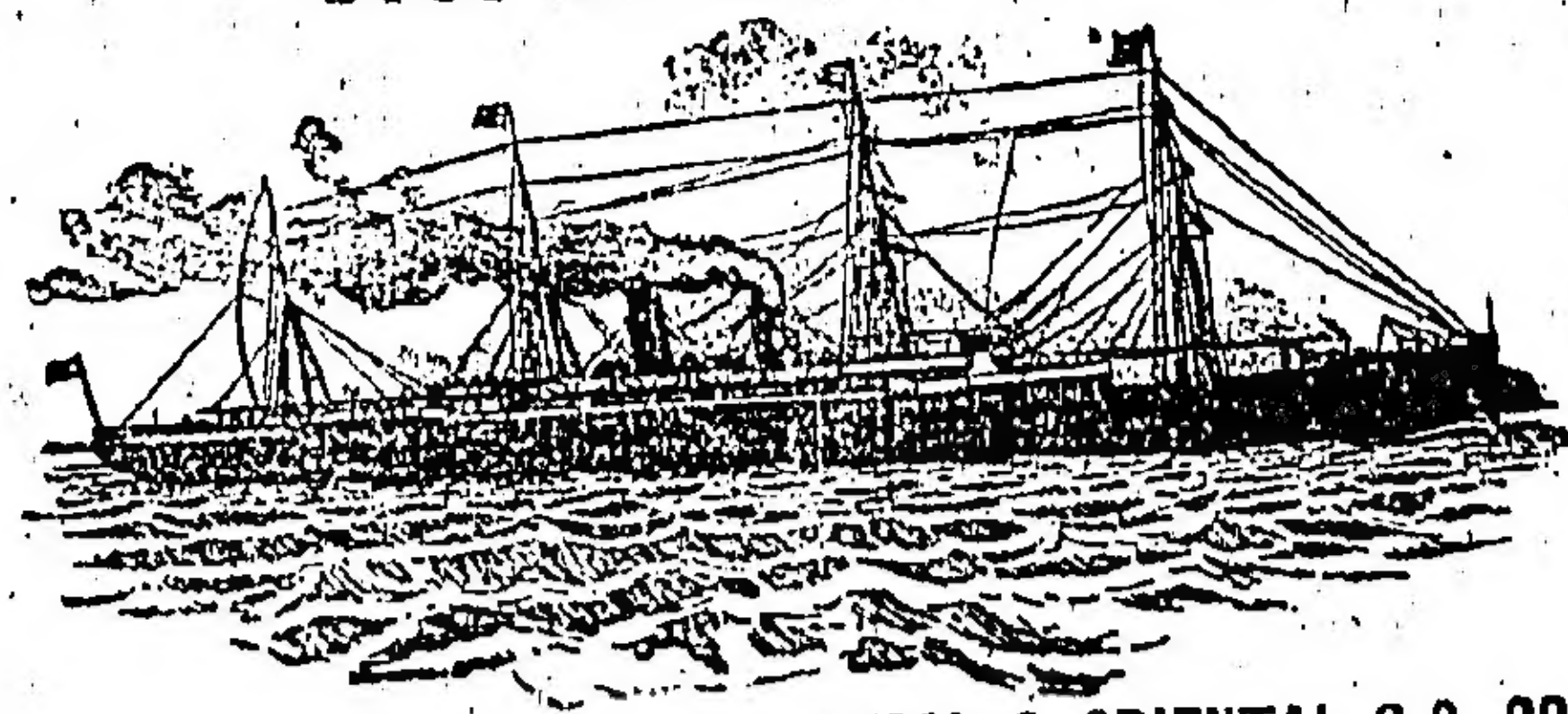
The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO.

Hongkong, 20th January, 1902. [733c]

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"PERU"	SATURDAY, 25th January, at Noon.
"COPITO"	TUESDAY, 4th February, at Noon.
"AMERICA MARU"	TUESDAY, 18th February, at Noon.
"CITY OF PEKING"	TUESDAY, 18th February, at Noon.
"GAELIC"	FRIDAY, 28th February, at Noon.
"HONGKONG MARU"	SATURDAY, 8th March, at Noon.

THE P. M. Company's Steamship "PERU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, ISLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 25th instant, at Noon, taking freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through orders to Europe have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £1 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND JOURNIES in the United States have between SAN FRANCISCO and CHICAGO the choice of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railway, to Havana, Trinidad, and other ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices should be submitted for each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Europe, by mail to the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

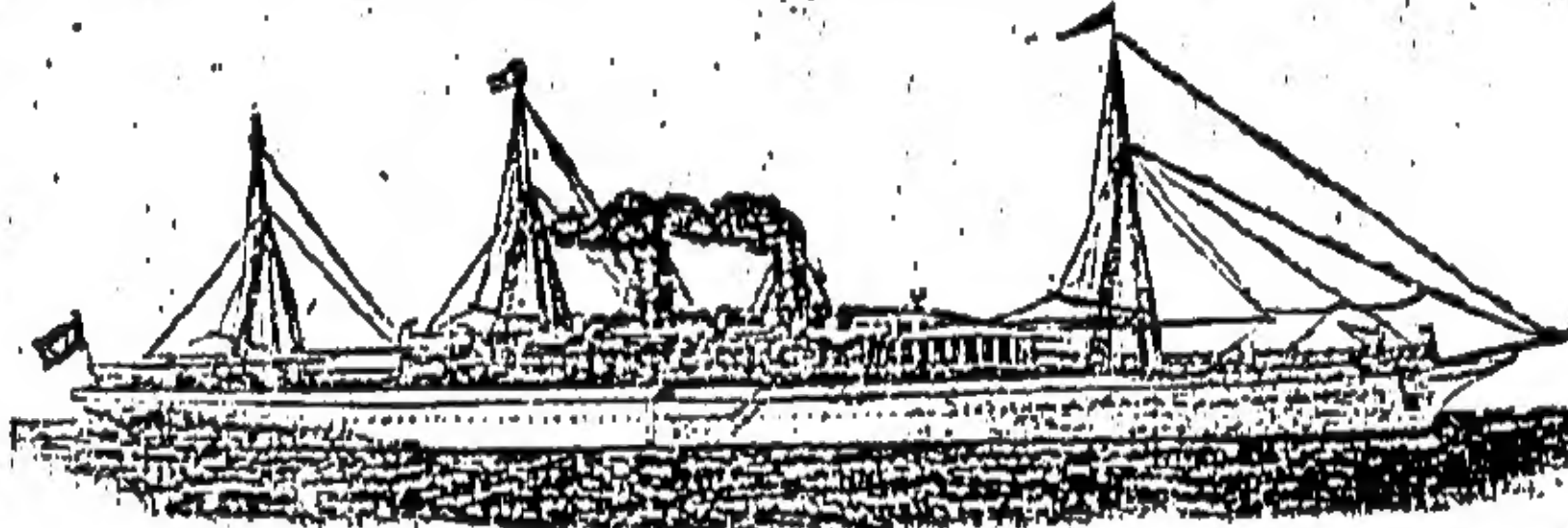
Merchandise Invoices will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Freight and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 18th January, 1902.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

TARTAR*	Comdr. E. Beetham, R.N.R.	WEDNESDAY, 25th January.
EMPEROR OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 12th February.
ATHLETIC*	Comdr. H. Mowatt, R.N.R.	WEDNESDAY, 26th February.
EMPEROR OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 12th March.
EMPEROR OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 26th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC OVERLAND TRAINS, and the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates for 6, 9, 12 and 18 months.

SPECIAL RATE.—First class only granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to
H. H. BROWN, General Agent, 10, Queen's Street.

Hongkong, 15th January, 1902.

HAMBURG-AMERIKA LINIE,
NORDDEUTSCHER LLOYD.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.	REMARKS.
SAMBIA	HAVRE, BREMEN and HAMBURG.	28th Jan.	Freight.
Schmidt	(Calling at SINGAPORE and PENANG.)		
AMBRIA	HAVRE, BREMEN and HAMBURG.	12th Feb.	Freight.
Duckstein	(Calling at SINGAPORE and COLOMBO.)		
C. TERD LAISZ	HAVRE and HAMBURG.	26th Feb.	Freight.
Fuchs	(Calling at SINGAPORE and PENANG.)		
ANDALUSIA	HAVRE and HAMBURG.	15th Mar.	Freight.
von Döhlen	(Calling at SINGAPORE and COLOMBO.)		
KONIGSBERG	HAVRE and HAMBURG.	27th Mar.	Freight and Passengers.
Christiansen	(Calling at SINGAPORE and PENANG.)		
BAMBERG	HAVRE and HAMBURG.	10th April.	Freight.
Zurhosen	(Calling at SINGAPORE and COLOMBO.)		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 22nd January, 1902.

UNCLAIMED LETTERS AT THE
POST OFFICE.

Letters for the following persons lie un-
claimed at the Post Office—

Atkinson, J. J.
Anelino, Miss L.
Assumpcao, J. M.
Anderson, J. W.
A. L. M.
Art, Hon. Albert von
Abba, H. M.
Ahmed, A. J.
Anderson, Mrs. A. J.
Aixen, Funn
Ah Fook
Allaraki, Sate
Abdullahen, Abdulla-
hou
Alliston, Miss Mary
Alexander, M. R.
Adamsen, Mrs. Hans
Ah Pool
Allahditta Khan
Abdul Hasan
Ahversing, Mr.
Browne, Rev. A. J.
Brill, L. J.
Buno, Col. Pelham
Brutter, R. H.
Baker, Mrs. N.
Benson, F.
Burke, F. C.
Barrac, E. G.
Bauer, Henry
Botsch, K.
Bishen Singh
Banina, E. E.
Boungnot, E.
Lurrow, B. F.
Browne, S. J.
Brathwaite, Geo.
Burnett, W. E.
Browne, Miss K.
Bennett, Mrs. I. E.
Bell, Jack
Bergerouski, C.
Bishop, W. C.
Bishan Singh
Bela Singh
Babonneau, M.
Baboo C. Malai
Birdsall, C. H.
Black, G.
Colburn, Geo.
Carter, Miss
Chauson, Madame
Catz, V. Leon
Coad, Miss E.
Calder, Mrs. M.
Cortese, Leonardo
Cuffage, Capt. W. A.
Cusker, E. J.
Caldado, J.
Cowdin, J. R.
Cishalm, J. T.
Clark, Miss A.
Cochesedge, J. H.
Conscience, Chr.
Cory, A. E.
Candler, Thomas
Chalmers, Miss
Claxton, Mr.
Crosby, Miss A.
Chapman
Crumme, Miss
Cooper, Miss A. B.
Chatterton, Chas
Ching, Capt.
Carboni, Mrs. F.
Caluen, Mariano
Conry, Mrs.
Christie, J.
Choppart, A.
Conception, D. V.
Cowan, Miss L.
Cavallio, J. de
Cavallio, J. de
Calder, Capt. A. S.
Crowl, A. L.
Cary, W. F.
Closs, A.
Craber, A. E., R.E.
Davies, P. O.
Dent, C. F.
Dodd, Capt. Chas. Henry
Dillworth, Mrs. Aron
Dennis, Miss
Dawson, J. O. P.
Duncan, Miss
Dridgale, Miss
Duff, A.
Dulton, H. F.
Dionicio, Leoncio
Dawson, J. F.
Docking, R. M.
Dunn, F. I.
Drury, J.
Downes, B.
Dunham, Mrs. H.
Davies, Miss A.
Dillon James
Einstein, Joseph
Earle, J. C.
Ewing, Tsau
Earlie, J. W.
Evans, E. E.
Elliott, Mrs.
Flying Jordans Circus
Foronda, Benigno
Frement, Alfred
Farria, Miss B. L. de
Frey, R.
Frey, Fritz
Frankie, G.
Foster, Capt. W. L.
Falkner, Dr. A. C.
Faca, Juan
Framji Jamseji
Vussigra
Farrell, N. A.
Francisco, Siquor
Fairy, William
Felix, F. de la
Fester, J. S.
Fenton, C.
Fay, Francis
Fisher, Emil
Fierres, C. Siva
Finleyson, Mrs.
Fisher, H. W.
Griffins, A. E.
Garcia, Mario
Guy, Rev. P. J.
Goolan, H. P. M.
Gool, J. Van Der
Grou, A. de
Grou, A. de
Gulquard, Theo.
Glov, Mrs.
Gibby, Nahom
Grak, M. J.
Gray, Miss
Gilbert, Miss S.
Graham, W. L.
Gopiale, F.

List of Registered Covers for Merchant Ships.

S.S. Atlas Craig.....Shuk Omar Doseh.
"Atlas Craig".....C. Ashker.
"Albert".....Ch. T. Hanson.
"Albert".....H. Waddingham.
"Alvansha".....P. J. Buchanan.
"Dragonmar".....J. W. Holland.
"Edgarston".....Frank Riley.
"Elcano".....A. Aumentado.
"Emmer".....H. Wochatz.
"Eria".....J. Nelson.
Ship Ford, P. Lichfield, R. F. Henricksen.
Geo. T. Hay.....Coh Choon Hong.
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"Lightning".....L. Avial.
"Jerny".....L. Avise.
"Kochi Chang".....C. Kimpel.
"Loud".....L. Brandt.
U.S.S. Mariani.....G. Blasi.
U.S. New York.....C. E. Santy.
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"St. Dunston".....Leop. Piringer.
"Sui Tai".....A. Nene.
"Serra Miranda".....C. F. Mariner.
"Sindia".....Rhim Box.
"Siyuan".....Capt. L. Dawson.
"Tenkai".....James Crowlie.
U.S.S. Whetting.....James Crowlie.
S.S. Wuhu.....F. Northcombe.

List of unclaimed Telegrams lying in the
Joint Telegraph Companies Offices
at Hongkong.

Alcobia.....Luimokuen Chop.
Allen, A. C.....Chintheehin, Voon.
Ames.....Ham Street.
Arab.....Melchers (2 telegrams).
Changtingtuck.....Vickson.
Chunhui.....Rice.
Daiting.....Siva.
Deyton (2 telegrams).....Sperry.
Garritus.....Sushingyung.
Gortolam.....Tungkee.
Heongsongcheong.....Venidero.
Hinghuan.....Williams.
Konghantai.....Yunchong.
Kwongshimchong.....0735, 5394.

"KING" O'KEEFE.

The following clipping from the *Dayton Daily Journal* will doubtless interest many of our readers:

RICH WIDOW.
Husband Worth a Million Lost at Sea.
SAVANNAH, Ga., December 6th.

Mrs. Catherine O'Keefe of this city received to-day a letter from Joseph Michaels of Yap, Caroline Islands, advising her of the probable loss at sea of her husband, Captain David O'Keefe, and the fact that he had left property probably worth \$1,000,000. Michaels has applied to the American consul at Hongkong to protect O'Keefe's property. Mrs. O'Keefe has engaged a law firm here to look out for her interests.

David O'Keefe was known in the Oriental trade as "King" O'Keefe of Yap, which island he virtually owned. When O'Keefe first landed at Yap 30 years ago the cannibal natives thought him a demigod on account of his white skin and made him their king. He built up a profitable trade to Hongkong, and owned two barques that traded between Caroline and Chinese ports. Last June he went to Hongkong with coals and other native products, from which point he sent his wife in this city a check for \$1,500. After leaving Hongkong his vessel disappeared and is supposed to have been lost in a storm.

"King" O'Keefe was 56 years of age and a native of this city. Many Hongkongites will remember that Capt. O'Keefe left here in his staunch little schooner the *Santa Cruz* in May last for Yap, and according to latest reports from that island he had not put in an appearance up to October. He has been "lost" many times before, however, and we should not be at all surprised to see the *Santa Cruz* sail into the Harbour any day. We learn that his relatives have been making enquiries as to his whereabouts at the United States Consulate here, but Mr. Rublee has no news of his adventurous countrymen.

COMBATING MALARIA.

Remarkable testimony as to the possibility of combating malarial fever by modern scientific methods is afforded by a letter which Major Surgeon Gorgas, the Sanitary Officer of Havana, has written to a member of the Liverpool School of Tropical Medicine. Losing no time in abstract discussion on the matter, the Americans started to work at once to clear out mosquitoes in Havana. The result is declared to have been wonderful. Surgeon Gorgas writes that for the first time since 1762 Havana has been free from yellow fever in October, while malaria has decreased more than one-half. He adds also that Mr. Le Prince, who is directly in charge of the anti-mosquito work, estimates that mosquitoes have decreased 90 per cent. by the operations, as compared with the same time last year.

INTERESTING LECTURE.

There was a good attendance in the Theatre of the London Institution, when Dr. Patrick Manson delivered a lecture on the conveyance of malaria by the mosquito. He said within the last few years we had been able to see the foe, and since the last three years we had learned to comprehend his tactics. A fine series of lantern-slides was shown, illustrating the developments of the parasite in the mosquito, the malarial mosquito (Anopheles) and its anatomy, with the sporozoites crowding the glands. Dr. Manson then sketched the life-history of the mosquito, the larva of which develop in puddles, and advocated drainage, or, where this was not possible, poisoning by kerosene. Now that the cause of malaria was known, sanitary authorities had a radical method of exterminating the disease.

THE TENDENCIES OF THE TIMES.

BRILLIANT LECTURE BY H. E. WU TING FANG.
(Continued.)

The continuation of the address of His Excellency Wu Ting Fang, Chinese Minister to the United States, recently delivered in Ann Arbor, Mich., United States is as follows:—
LAND AND CAPITAL.

It is generally laid down by economists that land, labour and capital are the three principal requisites for the production of wealth. No one will say that a country can have too much land and capital. It is clear that land and capital are good things of which no country can have too much.

Why should we complain of having too much of the third element in the production of wealth? Is not labour a good thing? The truth is it is not the superfluity of labour, but the dearth of labour, that is detrimental to the interests of a country. It is currently reported that in many sections of this country, especially in the farming districts, there is a great demand for labourers, which cannot be supplied. This clearly shows that there are not labourers enough to meet the needs and requirements of the country. Some labouring men in this country make the mistake of supposing that the amount of wages to be divided among the labourers in the country is a constant quantity. According to this theory, it is to their interest to shut others out, so that they have more wages to divide among themselves. But this is a wrong assumption. Labour produces wealth. The more wealth labour produces, the greater will be their opportunities. Every industry that comes into existence creates a demand for labour. Take the California fruit industry for example. It is true that it gives work primarily to those who work in the groves. But consider the thousands outside, who handle the products before they reach the consumers; the packers, the shippers, the train hands, the men that load and unload the cars, the jobbers, and the fruit-sellers on street corners, all making their living more or less out of the raising of fruits. The same may be said of every application of labour, which scatters benefits far and wide.

But it may be asked: What is to prevent over-production? Over-production seems to be the bane of some people. Can there ever be a superfluity of good things? Only some years ago, the fruits of California could only be found on the tables of the rich, while tons of the most delicious kinds rotted under the trees for lack of transportation facilities. Now the prices of California fruits are within the reach of all. Is not this a blessing? By all means let the good work go on. Let labour produce as much as possible without let or hindrance. Then all the comforts and conveniences of life will be within the reach of not only the rich but also of the general mass of people. We are all consumers. We cannot have too many of the good things of life. I am sure that even the working men in this country, who are intelligent, if they study the question dispassionately and carefully, will see that instead only good comes to them from abundance. ALL NATIONS SHOULD BE TREATED ALIKE.

In any case it will be found that the presence of Chinese labourers is not detrimental to the interest of this country. If, however, it be considered advisable to legislate against the coming of labourers to this country, let such a law be made applicable to all Asiatics and Europeans as well as Chinese.

The aim of the American government at first was only to regulate, limit and suspend the coming of Chinese labourers. For this purpose, three high commissioners, one of whom was the distinguished president of your university, were sent to China to negotiate a treaty with China. Your president will bear me out that the Chinese government was very unwilling to make such a treaty, and only consented after a great deal of persuasion. The treaty thus concluded expressly states that "the limitation shall be reasonable, and shall apply only to Chinese who may come to the United States as labourers, other classes not being included in the limitation." These are the words of the solemn treaty agreed to by the governments of the United States and China in 1880. What has happened since? We find that laws have been enacted one after another, each being more severe than the one before, not only against Chinese labourers, but other classes of Chinese also. It must be conceded that the existing law works not only hardships to the persons concerned, but it is injurious to the commercial interests of this country also. It is to be hoped that some steps will be taken to remedy the unsatisfactory state of things.

The Chinese immigration question is a complicated one. To solve it satisfactorily is not easy. It is necessary to look deeply into the subject, and not allow oneself to be swayed by prejudice and bias. Prejudice is the mother of mischief and injustice, and all intelligent men should guard against it. In order to get at the truth, it is necessary to study the facts of the case and not jump at any conclusion, however plausible it may be. Let all preconceived notions be laid aside and pains be taken to weigh all the arguments pro and con. I am sure that with the intelligence of the American people and their sense of fair play they will not enact any measure in guarding their supposed interests for the purpose of oppressing a people who are not in a position to retaliate. I feel confident they will conscientiously do what is right. The best principle to follow in government and legislation is to put oneself in the position of another. In other words, it is the golden rule, that ought to govern the action of legislators and statesmen. If this principle of action is adopted in all cases, the American people will have not only a good government but the best government in the world.

These are some of my crude observations, and I lay them before you for what they are.

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GIRAULT TOYS! TOYS! Comical
sets of all sorts, PROTECTED RUB-
BER BALLS, all sizes.

GIRAULT: ALL THE MOST DELICATE
OF DELICACIES and CHOICEST
MORSELS for the TABLE.

worth. Universities are the nurseries of statesmen. Never has this been more true than at the present day. Gentlemen, those of you who are students of this noble institution, it will not be long before you will enter upon the active duties of life. As citizens of this great republic, you may be called upon to grapple with intricate questions and solve knotty problems in the nation's council. Then you will find that the educational advantages you have received from this great university will stand you in good stead, and enable you to render such valuable services to your country as to do credit to yourselves, and reflect honour upon your alma mater.

At the conclusion of Mr. Wu's address Gen. Alger was called for and in response made a neat speech which was pleasantly received. In substance he said:—

"I was glad to have the opportunity to come to Ann Arbor to-night and meet my old friend Wu, and every time I hear him speak the more and more convinced do I become that he is not only a man of great ability and integrity but also a great philosopher. I sympathize with him in his desire that there should be in the future closer relations between China and the United States, and I believe with the opening of the twentieth century there will be enacted with China reciprocity laws which will open its fields to American enterprise. It is my earnest hope that Minister Wu shall never leave this country so long as he may live, for he represents it as can no other man. With the open door in trade, China will start on a new era of progress and development."

(To be concluded.)

THE SITUATION IN CHINA.

UNITED STATES TRADE WITH CHINA.

A number of representatives of the American Asiatic Association presented a memorial to President Roosevelt on 18th ult., urging that the principle of the open door to undeveloped markets in Eastern Asia should be preserved intact that all treaty rights with China should be guaranteed, and that American citizens should be protected. The delegation had come to Washington to confer with President Roosevelt. It laid particular stress on the apparent desire of Russia to secure a close monopoly of Manchurian trade, and sought to obtain from the President a promise that he would combat Russian aggressions in Manchuria.

Mr. Roosevelt, however, was very guarded in his reply, and while admitting the desirability of extending American commerce in the East, he would not enter into a discussion of Russian policy towards China. The members of the delegation were satisfied with the position taken by Mr. Roosevelt, and expressed the opinion that he showed by his manner that American commerce need have no fears of being driven from fields which it already occupied in the Orient.

RUSSIA AND JAPAN.

Lieut. Colonel Agapeff, who has recently returned from Manchuria, delivered a lecture to a large gathering of the members of the Russian Club at St. Petersburg on some aspects of the Russian occupation of Manchuria, and the position of Japan and Russia.

The lecturer was of opinion that war with Japan was not at present to be desired by Russia. The occupation of Manchuria by Russian troops, he said, had created great dissatisfaction in Japan, and it was possible that the Japanese Government might have to yield to popular feeling, which was in favour of war. Had war broken out last spring, Russia would have been in a dangerous position, for railway communication had not been completed, and her naval force in the East was insufficient, while a small Japanese naval force would have been able to cut off Port Arthur from all supplies, for which that port depended on from Vladivostok and Japan itself, and at the same time Port Arthur might have been isolated on the land side by a sudden descent of Japanese troops. The transport resources of Japan were so great that she could have thrown, without any delay, 70,000 men into Manchuria. She was also in a position to raise an army of 200,000 men, of which 150,000 could be sent within a fortnight to the theatre of war, only 50,000 being retained for home defence. Port Arthur, in that eventuality, would be in the position of Sevastopol at the time of the Crimean war, with the additional disadvantage of having behind it a stretch of country inhabited by a foreign and revolted population. Japan, therefore, in the view of the lecturer, let slip a favourable opportunity by not declaring war at that time. Now, however, Russia would have a better chance of success, but, nevertheless, she had good reason not to wish for war with Japan, for the geographical situation of that country would prevent Russia, with the weaker fleet, from inflicting as much damage on Japan as Japan could inflict in her turn by a descent on Russian territory, or by a bombardment of Russian ports.

Discussing the Manchurian question, the lecturer pointed out that there were three courses open to Russia. She might be content to guard merely the railway lines connecting Dairen and Port Arthur with the Ussuri district, or she might annex Manchuria. After indicating the disadvantages of those suggestions, he pointed out that a third course open was to leave China in possession of the north-western part of Manchuria and retain the eastern and richer portion of the country.

Turning to the question of Korea, Colonel Agapeff declared that country must sooner or later come under the protection of Russia, and even now the influence of the latter country in Korea was sufficient to oppose a certain amount of resistance to that of Japan.

G. GIRAULT: NOVELTIES, BEAUTIFUL DOLLS, GLASSING PARLOUR GAMES, CROQUET, &c. &c.

"The lecturer finally spoke of the danger menacing Russia from the spread of the yellow flag, which had already established itself at Vladivostok, Khabarovsk, and Blagovestchensk, and had even stretched out its tentacles as far as Irkutsk. Nevertheless, great as that danger might be, he believed Russia to be strong enough to cope with it—*Reuter*."

PASSENGERS BOOKED FOR THE FAR EAST.

Per Hamburg-American steamer *Hamburg*, from Hamburg, Dec. 11—To Nagasaki: Mr. Albert Stollger, To Tsintau: Mrs. Derlien, To Hongkong: Miss Anna Johansen. To Singapore: Mr. Carl Niemeyer. From Antwerp—To Singapore: Mr. and Mrs. Bekking, To Yokohama: Mr. and Mrs. J. Takamine and family, Miss Strick. To Kobe: Mr. and Mrs. E. H. Tottenham. To Shanghai: Mr. and Mrs. H. G. Riches, Miss Riches, Misses Byrne, Miss Warr, Mr. G. T. Wilson, Miss Anderson, Mrs. Beinhoff, Mrs. Ramsay, Mrs. Hardy, Mr. and Mrs. Thompson, Mr. and Mrs. Stanley Smith and family, Mr. and Mrs. E. J. Comfoot, Mr. Chesney Duncan and child, Mr. and Mrs. H. Poate, Miss Poate. To Hongkong: Mr. and Mrs. Michael, Mrs. Frank Morgan and child, Mr. Finlay Urquhart, Mrs. Wise and child, Miss Worthely, Miss Osborne, Miss May, Miss Wilson, Mr. E. W. Wolff. To Singapore: Mr. C. V. Brooke, Mr. Fritzel and family, Mrs. Miller and children, H.H. the Rajah Muda of Sarawak, Mr. and Mrs. Pasquel. To Penang: Mr. and Mrs. E. C. I. Trenchell and child, From Genoa—To Yokohama: Mrs. Agnes Overbeck. To Tsintau: Mr. Karl Stofferren. To Shanghai: Mr. Li Lu Shing, Mr. Wen, Mr. Chai, Mr. Ku Chunshan, Mr. Zan Foh-kung, Mr. Z. S. Kleeman, His Excellency L. M. and Mrs. Lu and child, Mr. Lu, Lieut. Z. S. Hollmann, Mrs. Hardy, Mr. Hu, Mr. H. E. Shu. To Hongkong: Mrs. Van Ault, Mr. and Mrs. A. Gilbow, Miss Osborne, Miss Worthely, To Samarang: Mr. J. H. Tromp de Haas, Mr. Intveld. To Batavia: Mr. R. van der Haug. To Singapore: Mr. A. Dittmar, Mr. Eschke, Mr. and Mrs. W. J. Gallois and 6 children, Mr. G. H. W. Kubaseck, Mr. and Mrs. Pasquel. From Naples—To Nagasaki: Mr. and Mrs. J. Chelva, Mr. Graf Tarabini. To Shanghai: Mr. W. B. Towley, Mrs. Susan B. Towley.

Per Messageries Maritimes steamer *Austral*, from Colon, from Marseilles, Dec. 29—To Shanghai: Mr. and Mrs. R. Prunier, Mr. and Mrs. Augustin. To Haiphong: Miss Eschey, Mr. and Mrs. Debeaux, Mr. Brossé, Mr. M. Getten. To Saigon: Mr. Hans Meister.

Per Messageries Maritimes steamer *Saladie*, from Marseilles, Dec. 22—To Saigon: Mr. and Mrs. Blanc.

Per Nippon Yusen Kaisha steamer *Sanuki Maru*, from London Dec. 20—To Yokohama: Mr. J. Alsop, Mr. K. Enami. To Kobe: Mr. and Mrs. G. J. Melhuish, Mr. W. Komai, Mr. M. Miwa. To Shanghai: Mr. and Mrs. H. Raiton and family, Rev. and Mrs. J. Murray and family, Mrs. and Master P. Dewing. To Hongkong: Lieut. Colonel R. Johnson, R.A., Mr. and Mrs. J. Kennedy, Mr. R. Wilson and family, Mr. and Mrs. T. Conolly and family, Mr. and Mrs. J. Lyon. To Singapore: Miss F. Saxeby, Mr. A. Stevenson, Mr. S. Yeomans, Mr. S. Dodge, Mr. H. Ferris, Mr. and Mrs. A. Heath and family, Mr. and Mrs. C. O'Brien and son, Mrs. McDonald, Master C. McDonald, Mr. and Mrs. C. Wright, Mr. Macfie, Miss Foster.

Per Messageries Maritimes steamer *Annah*, from Marseilles, Jan. 12—To Shanghai: Mr. Charles Crawford, Mr. Crawford Kerr, Miss Dudgeon. To Haiphong: Mr. and Mrs. Merle and family, Miss Thuy. To Saigon: Mr. Lautiere. To Samarang: Mr. Cochlin and family. To Singapore: Mr. J. J. Wulstkamp, Mr. Michells.

Per P. and O. steamer *Argo*, connecting with the steamer *Baltic*, at Colombo, from London, Dec. 26—To Hongkong: Mrs. Razavi, Mr. Lomas, Mr. and Mrs. Bell and 3 children, Mr. Lomas, Mr. A. E. Bourcier. From Marseilles, Jan. 3—To Shanghai: Misses Caswell (2), Miss Macdonald, Miss Carleton, Dr. and Mrs. Squibbs, Mr. T. Simmons, Mr. and Mrs. W. L. Knipe. To Hongkong: Rev. R. Evans, Mr. P. V. Williams, Mr. S. Wicks, Mr. Rich. To Singapore: Mr. and Mrs. Noel Trotter. To Penang: Mr. and Mrs. P. Legros.

Per P. and O. steamer *Canton*, from London, Dec. 28—To Yokohama: Lieut. E. T. Green. To Singapore: Mr. J. C. Hart.

Per P. and O. steamer *India*, connecting with the steamer *Chusan*, at Colombo, from London, Jan. 10—To Yokohama: Mrs. Wheeler. To Hongkong: Mr. Whitlow, Mr. D. M. Mackenzie, Staff Sergeant and Mrs. J. Biles and 5 children. From Marseilles, Jan. 17—To Yokohama: Mr. G. E. Henderson, Mr. J. Worrall and Misses Worrall (3). To Shanghai: Mr. Raiton, Mr. W. Cowan, Dr. A. Moore. To Hongkong: Mr. C. M. Gordon. To Singapore: Mr. and Mrs. E. W. Ewitt, Mr. W. C. Cadell, Mr. W. Hutton.

Per P. and O. steamer *Ceylon*, from London, Jan. 11—To Shanghai: Mrs. Rowbotham and child. To Hongkong: Mr. and Mrs. Drayson.

Per Norddeutscher Lloyd steamer *Sachsen*, from Bremen, Dec. 25, and Southampton, Dec. 30—To Shanghai: Mr. and Mrs. W. Jamieson, Mr. A. Rose, Miss Melcham, Mr. Toun, Mr. and Mrs. Ford and child, Messrs. Baxter and Stevens, Messrs. A. E. and G. Price, Mr. H. H. Fowler, Dr. J. C. Fraser, Mr. A. Bouneville. To Hongkong: Mr. F. Pollock, Mr. L. W. Hicks, Messrs. A. and R. O'Sullivan. To Surabaya: Mr. K. A. Volz. To Singapore: Mr. E. Way.

Per Norddeutscher Lloyd steamer *Klauschou*, from Bremen, Jan. 9, and Southampton, Jan. 14—To Yokohama: Miss E. Griffin, Mr. Z. Yanda, Mr. W. R. Bennett, Mr. E. Luder. To Shanghai: Mr. G. F. C. Dobson. To Hongkong: Dr. Cross, Mr. and Mrs. W. A. H. Moule, Miss M. E. Doney, Mr. and Mrs. Jones, Miss Warr, Dr. Kirkwood, Miss Gordon, Miss Jackson, Mr. Villamy, Miss Dopping-Heppes, Miss Lamb. To Singapore: Mr. and Mrs. Geo. Rutherford, Miss Gunn, Mr. P. H. Durke, Mr. Morris, Mr. R. W. Brown, Mr. and Mrs. Ledebor.

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Hongkong, 7th December, 1901.

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Hongkong, 28th December, 1901. [1413c]

DROZ & Co.,
WATCH MANUFACTURERS,
STEAM FACTORY ESTABLISHED 1864.
ST. IMIER, SWITZERLAND.
SPECIALITIES:
LEVER WATCH & CHRONOGRAPHS.
TRADE MARKS:
MAXIM, BERNA, &c.
REPAIRS OF WATCHES AND CLOCKS by competent European experts at Moderate Rate.
NO. 10, QUEEN'S ROAD CENTRAL.
Hongkong, 15th May, 1901. [126c]

LEVY HERMANOS.
DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.
EASTMAN'S KODAKS AND FILMS.
Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.
40, QUEEN'S ROAD, Watson's Building.
F. BLACKHAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.
PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.
SOLE AGENTS FOR HARTMANN'S RAFFIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c. &c. &c.
Sole Agents for FERGUSON'S SPECIAL CREAM WHISKY, &c. &c. &c.
P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c. &c. &c.
EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.
AT REASONABLE PRICES.
Hongkong, 14th May, 1896. [138c]

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN Ice-House Road.
[S] now in a position, in his New and Com. Photographic Art, to achieve, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUP AND VIEWS.
[145c]
HONG SING,
8, Beaconsfield Arcade.
ENTIRELY NEW STOCK of the Newest Patterns in Cloths, Canvas, and Ducks. Complete Gentlemen's Outfitting.
Hongkong, 30th August, 1901. [900c]

DENTISTRY.
SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST.
No. 4, Queen's Road Central.
Hongkong, 3rd January, 1902. [135c]

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).
PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SADU MARU W. Thompson	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	SATURDAY, 25th Jan., at Daylight.
MIKE MARU M. Yagi	MOJI, KOBE and YOKOHAMA	TUESDAY, 28th Jan., at Noon.
YAWATA MARU A. E. Moses	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	THURSDAY, 30th Jan., at 4 P.M.
SANUKI MARU W. Townsend	KOBE and YOKOHAMA	FRIDAY, 31st Jan., at Daylight.
HIROSHIMA MARU T. Murai	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 31st Jan., at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 15th January, 1902. [15]
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEROTS-POSTE FRANCAIS.
NOTICE.
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADAM, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c. &c.
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 27th instant, 1902, at 1 P.M., the Company's Steamship "CALEDONIAN," Captain Blanc, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLE, via BOBMAV.

This steamer connects at COLOMBO with the s.s. *Tonkin*, which vessel takes on her Passengers and Mails leaving that Port on the 8th February, Direct to Suez, Port Said and Marseilles.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal ports of Europe.
Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M., on the 26th instant. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.
For further Particulars, apply at the Company's Office.
P. DE CHAMPMORIN, Acting Agent.
Hongkong, 15th January, 1902. [1004c]

NORTHERN PACIFIC STEAMSHIP COMPANY.
PROPOSED SAILINGS FROM HONGKONG.
SHANGHAI, INLAND SEA OF JAPAN, KOBE and YOKOHAMA.
FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.
Steamers. Tons. Captains. Proposed Sailings.
Glenogle 3,750 W. Frakes..... Feb. 7
Duke of Fife..... 3,821 J. S. Cox..... Feb. 22
Tacoma 2,811 A. Dixon..... Mar. 8
Victoria 3,502 J. Pantou..... Mar. 15
The attention of Passengers is directed to the very cheap rates offered by this line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.
HONGKONG TO LONDON £52.
Excellent accommodation. First-class Table, DOCTOR and STEWARDESS carried. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.
HONGKONG TO NEW YORK £48.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to New York in 44 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS, The YELLOWSTONE NATIONAL PARK route.
HONGKONG TO VICTORIA, TACOMA £35.
The best route to the KLONDIKE GOLD FIELDS. Frequent sailings from VICTORIA, TACOMA to DYE and ST. MICHAEL. Rates of Passage to other Points on application.
Special rates allowed to members of Government Services.
For further information as to Passage or Freight, apply to
DODWELL & Co., LIMITED, General Agents.
Hongkong, 23rd January, 1902. [13]

REGULAR STEAMSHIP SERVICE TO NEW YORK,
VIA PORTS AND SUEZ CANAL.
PROPOSED SAILINGS FROM HONGKONG.
"HILLGLEN".....about 29th Jan.
"LOWTHER CASTLE".....8th Feb.
For Freight and further information, apply to
DODWELL & Co., LIMITED, Agents.
Hongkong, 23rd January, 1902. [135c]

TO RENT.
A LARGE WELL FURNISHED ROOM and bath, with board. Suitable for married couple, or one or two gentlemen. Terms reasonable and accommodations first-class.
"EDWARDS."
Hongkong, 21st January, 1902. [94d]

TO LET.
NO. 147, WANCHAI ROAD. Rooms Nos. 4, 5, 7 and 8, suitable for apartments or boarding houses.
Apply to
SANG KEE,
72, Wing Lok Street.
Hongkong, 13th January, 1902. [60d]

TO LET.
HOUSES IN CLIFTON GARDENS, CONDUIT ROAD.
GODOWNS at BLUE BUILDINGS.
HOUSES at CAUSEWAY BAY, facing the Polo Ground.
A HOUSE in RIFON TERRACE.
"THE RETREAT," MOUNT KELLET.
No. 6, MACDONNELL ROAD.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 11th January, 1902. [109c]

TO LET.
"CRAIGMIN WEST," MAGAZINE GAP.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 6th January, 1901. [26d]

TO LET.
GODOWN—No. 5A, DUDDELL STREET.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 31st July, 1901. [822c]

TO LET.
NO. 1, STEWART TERRACE.—THE PEAK.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 31st July, 1901. [799c]

NOTICE FOR DEBTS.
Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:—
CELESTE BURELL, British ship, Tally—Order, HAWKMAN, American ship, Vancouver.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
KOBE	"TSINAN"	31st instant.
MANILA	"CHANGSHA"	20th February.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHANGSHA"	20th February.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"AJAX"	24th January, 1902.
"	"PYRRHUS"	31st "
"	"ULYSSES"	10th February, "
"	"TYDEUS"	15th "
"	"ANTENOR"	20th "

HOMEWARDS.

FOR LONDON.

"STE. TOR"	4th Feb., 1902.
"IDOMENEUS"	18th "
"AJAX"	4th March, "
"ULYSSES"	15th "
"ANTENOR"	29th "

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES):
"TANTALUS" 15th Feb., 1902.
"TYDEUS" 15th Mar., "

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY,
Operating the New First-class Steamships
"INDRAVELLI," "INDRAPURA,"

and
"KNIGHT COMPANION,"
between

HONGKONG AND PORTLAND (OR.)
Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship "KNIGHT COMPANION," will be despatched for PORTLAND (OR.) on or about the 13th February.
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.

For Freight, apply to

THE PORTLAND AND ASIATIC STEAMSHIP CO.
Hongkong, 21st January, 1902.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIGI MARU"	T. Kihano	SUNDAY, 26th January.
FOR FOCHOOW	"ANPING MARU"	K. Sudzuki	WEDNESDAY, 29th January.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 2nd February.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 5th February.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for passengers and a duly qualified doctor is carried.
All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.
Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage and further Information, apply to

THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 22nd January, 1902.

TOYO KISEN KAISHA.
(ORIENTAL S.S. Co.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA
IN 48 HOURS.

THE Company's well-known Steamship

"ROSETTA MARU,"
3,876 Tons.

Captain Tate, having been placed on the above service, will be despatched hence for MANILA, on or about MONDAY, the 27th instant.
Magnificent accommodation. Comfortable cabins. Excellent table. Unrivalled speed. Electric light.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

No. 6, Ice House Street Corner of Des Voeux Road, 1st floor.
Hongkong, 15th January, 1902.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"
Captain P. Helms, will be despatched as above on THURSDAY, the 30th instant, at 4 P.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 11th January, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"SALAZIE,"
Captain Aubert, will be despatched for the above Ports, on or about SUNDAY, the 26th instant.

For Freight or Passage, apply to

P. DE CHAMPORIN,
Acting Agent.
Hongkong, 22nd January, 1902.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRANI,"
Captain Hill, will be despatched as above on or about the 3rd February.

For Freight, apply to

JARDINE, MATHESON & Co.,
Agents.
Hongkong, 9th January, 1902.

Shipping.

STEAMERS.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR
SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"HAMBURG,"
of the HAMBURG-AMERIKA LINE.
Captain E. Beermeister, due here with the outward German Mail about the 23rd instant, will leave for the above Places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to

MELCHERS & CO.,
Agents.
Hongkong, 20th January, 1902.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"
Captain S. H. Nelson, will be despatched for the above Ports, TO-MORROW, the 24th instant, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 20th January, 1902.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"
Captain Weigall, will be despatched as above TO-MORROW, the 24th instant, at 4 P.M.
This Steamer has Superior Accommodation for First-class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 18th January, 1902.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"PERLA,"
Captain Geo. J. Blackland, will be despatched for the above Port, on SATURDAY, the 25th instant, at Noon.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to

SHEWAN TOMES & Co.,
General Managers.
Hongkong, 21st January, 1902.

FOR SINGAPORE AND CALCUTTA.

THE Steamship

"SILESIA,"
Captain Bahl, will be despatched for the above Ports, on or about SATURDAY, the 25th instant.

This Steamer has Superior Accommodation for First-class Passengers and carries a Doctor.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 18th January, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

SINGAPORE AND BOMBAY.

(In close connection with the Co.'s Accelerated Line to TRIESTE).

(Taking Cargo at through Rates to the LEVANT, PERSIAN GULF, &c.)

THE Company's Steamship

"CARINTHIA,"
Captain Marzocchi, will be despatched as above on MONDAY, the 27th instant, P.M.

The steamer has capital accommodation for passengers. Electric light. A doctor is carried.

For Information as to Passage and Freight, apply to

SANDER, WIELER & Co.,
Agents.
Hongkong, 14th January, 1902.

FOR SINGAPORE AND PENANG VIA AMOY.

THE Steamship

"CHEANG CHEW,"
Captain H. D. C. Frampton, will be despatched for the above Ports, on MONDAY, the 27th instant.

For Freight or Passage, apply to

HENG SENG CHIANG,
Agents.
Hongkong, 18th January, 1902.

FOR SINGAPORE AND PENANG VIA AMOY.

THE Steamship

"CHEANG HOCK KIAN,"
Captain M. Gessche, will be despatched for the above Ports, on TUESDAY, the 28th instant.

For Freight or Passage, apply to

HENG SENG CHIANG,
Agents.
Hongkong, 18th January, 1902.

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship

"YAWATA MARU,"
(3,873 Tons Gross, Captain A. E. Mosca), will be despatched for the above Port, on THURSDAY, the 30th instant, at 4 P.M.

This New Mail Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to

A. S. MIHARA,
Manager.
Hongkong, 24th January, 1902.

Masonic.

VICTORIA PRECEPTORY.

A REGULAR MEETING of the VICTORIA PRECEPTORY will be held at the FREEMASONS' HALL, on MONDAY, the 27th instant, at 8.30 for 9 P.M. precisely. Visiting Sir Knights are cordially invited to attend.

Hongkong, 21st January, 1902.

Consignees.

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "INDRASAMHA."

CONSIGNEES of Cargo ex S.S. *Indrasamha* from NEW YORK are hereby notified that their Cargo transhipped at SINGAPORE into the S.S. *C. Ferdinand Lading*, has now arrived, and is being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon.

Consignees are requested to immediately send in to the undersigned Original Bills of Lading, in exchange for which they will receive Local Bills of Lading on which delivery can be obtained.

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 17th January, 1902.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"PERU,"
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,
Agent.
Hongkong, 17th January, 1902.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PARRAMATTA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessels bring on Cargo:—
From London, &c., ex S.S. *China* and *Himalaya*.
From Persian Gulf, ex B.S.N. and B. & P. S. N. Co.'s Steamers.

Goods not cleared by the 26th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT,
Superintendent.
Hongkong, 20th January, 1902.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BANCA,"

FROM ANTWERP, LONDON, PORT SAID, SUEZ, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M. TO-DAY.

Goods not cleared by the 26th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT,
Superintendent.
Hongkong, 20th January, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"CHINA,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo:—
From Venice, ex S.S. *Melkovich* transhipped at Trieste.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 28th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 28th instant, will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co.,
Agents.
Hongkong, 21st January, 1902.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENALDER,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th February, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 22nd January, 1902.

Intimations.

EDUCATION:
WEL-HAI-WEI SCHOOL.

AN ENGLISH SECONDARY SCHOOL where a thorough all-round education is provided on modern lines.
Pupils prepared for the Public Schools, the Royal Navy, and for commercial life.
Bracing climate. Healthy situation, facing South.

Next term begins February 1st.

PRINCIPALS:
HERBERT L. BEER, London University, L.C.P.,
Sometime Assistant Master of *Truro College, Cornwall*.
CHAS. E. DEER, London University, L.C.P.,
Late of *Queen Elizabeth's Grammar School, Blackburn, Lancs.*

4th January, 1902.

ST. JOSEPH'S COLLEGE,
HONGKONG.

OWING to the insufficiency of accommodation in the present building, and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to enlarge the Chinese department by an additional storey with two wings. The estimated cost will amount to over \$15,000. To cover these expenses, we Appeal to the liberality of all friends of Education.

The establishment has been in existence for the last 25 years and is open to all classes. Much of the clerical work of the city is carried on by its past pupils. As this is the first time we have applied for assistance we expect a generous response.

The names of our most liberal Benefactors will be inscribed upon marble tablets, as a lasting testimony of their generosity.

THE CHRISTIAN BROTHERS.

Hongkong, 22nd November, 1901.

Clearances at the Harbour Office.

P. C. Kiao, German str., for Swatow.

Heim, Norwegian str., for Swatow.

Carl Diederichsen, German str., for Hoihow.

Haitin, British str., for Swatow.

Bakun Maru, Japanese str., for Canton.

Taitang, British str., for Canton.

Yodo Maru, Japanese str., for Kobe.

Hoi Ho, British str., for Canton.

Silesta, German str., for Singapore.

Pak Kong, British str., for Canton.

Katsuyama Maru, Japanese str., for Chefoo.

Departures.

Jan. 23, *Afridi*, British str., for Singapore.

Jan. 23, *Diviga*, American ship, for Hoiho.

Jan. 23, *Cain*, British str., for Rangoon.

Jan. 23,

Post Office.

A Mail will close—
For Canton—Per *Powan*, to-morrow, the 24th instant, at 2.30 A.M.
For Nagasaki, Kobe and Yokohama—Per *Benalder*, to-morrow, the 24th inst., at 11 A.M.
For Yokohama and Kobe—Per *China*, to-morrow, the 24th instant, at 11 A.M.
For Macao—Per *Hongshan*, to-morrow, the 24th instant, at 1.15 P.M.
For Singapore, Penang and Calcutta—Per *Catherine Apoor*, to-morrow, the 24th inst., at 2 P.M.
For Manila—Per *Luangsung*, to-morrow, the 24th instant, at 1.15 P.M.
For Kuching and Samahai—Per *Tung-kong*, to-morrow, the 24th instant, at 1 P.M.
For Singapore, Penang and Colombo—Per *Sado Maru*, to-morrow, the 24th inst., at 5 P.M.
For Canton—Per *Fatshan*, to-morrow, the 24th instant, at 5 P.M.
For Manila—Per *Perla*, on Saturday, the 25th instant, at 10 A.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Perla*, on Saturday, the 25th inst., at 11 A.M.
For Singapore and Bombay—Per *Malacca*, on Saturday, the 25th instant, at 11 A.M.
For Europe, &c., India, via Taittiri—Per *Prins Heinrich*, on Saturday, the 25th instant, at 5 P.M.
For Swatow, Amoy, &c.—Per *Daigai Maru*, on Saturday, the 25th instant, at 5 P.M.
For Manila—Per *Rosita Maru*, on Monday, the 27th instant, at 10 A.M.
For Europe, &c., India, via Taittiri—Per *Calcutta*, on Monday, the 27th instant, at 11 A.M.
For Singapore and Bombay—Per *Carinthia*, on Tuesday, the 28th instant, at 1 P.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Tartar*, on Wednesday, the 29th instant, at 11 A.M.
For Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne—Per *Yasaka Maru*, on Thursday, the 30th instant, at 3 P.M.
For Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Australasia*, on Thursday, the 30th instant, at 5 P.M.
For Europe, &c., India, via Taittiri—Per *Coromandel*, on Saturday, the 1st February, at 11 A.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of India*, on Wednesday, the 12th Feb., at 11 A.M.

OPIUM QUOTATIONS.

Hongkong, 23rd January.
To-day's quotations are as follows:—
BENGAL—Jew Pathan@ 5012
Old Patna@ 5020
New Benares@ 5073
Old Benares@ 5020m.
MALWA—New@ 5061/2
Last year's@ 50 1/2
23 years' old@ 50 1/2
34 years' old@ 50 1/2
Putterford@ 50 1/2
PERSIAN—Superior drug was sold @ 50

RIVER STEAMERS, SCHOONERS, AND LORCHES.

Fatshan, British steamer, 1,425, Lessius, Hongkong, Canton, and Macao Steamboat Co.
Honnam, British steamer, 1,377, H. D. Jones, Hongkong, Canton, and Macao Steamboat Co.
Powan, British steamer, 1,873, A. N. Patrick, Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,252, C. V. Lloyd, Butterfield & Swire.
Hoi-long, Chinese steamer, 409 tons, Captain Chai Wo & Co.
Tai-on, British steamer, 728, J. Lawrence, Tai On Steamship Co.
Pak Kong, British steamer, Kwong Wan S.S. Co.
Kong Nam, British steamer, T. Austin, R.N.R., Chinese Owned.

Hongkong and Macao.
Heungshan, British steamer, 1,055, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.
Lungshan, British steamer, 1,410, G. F. Morrison, R.N.R., Hongkong, Canton and Macao Steamboat Co.
Kiangtung, Chinese steamer, 585, R. J. MacKenzie, China Merchant Steam Navigation Co.

Canton and West River.
Nanning, British steamer, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.
Saiman, British steamer, W. Dixon, Hongkong, Canton and West River Steamboat Co.

VESSELS IN PORT.

Steamers.
AMOV, German steamer, 602, W. Wulff, 22nd Jan., Manila 19th Jan., Ballast—Wing Tay.
ARARA, British steamer, 2,818, Williamson, 22nd Jan., New York 23rd Nov., Case Oil—Standard Oil Co.
BADELSDEIG, German steamer, 1,379, C. A. Beckmann, 19th Jan., Canton 18th Jan., General—East Asiatic Trading Co., Ltd.
BAIKAL, Russian steamer, 717, Kashkin, 13th Jan., Manila 9th Jan., Ballast—Orler.
BENALDER, British steamer, 1,920, C. K. McIntosh, 21st Jan., Singapore 14th Jan., General—Gibb, Livingston & Co.
BYONO, Norwegian steamer, 771, Th. Carlsen, 12th Jan., Mauritius 10th Dec., and Singapore 3rd Jan., Sugar—Sander, Wieler & Co.
CARL DIEDERICHSEN, German steamer, 774, H. Bendixen, 12th Jan., Haiphong 8th Jan., and Hoihow 11th, General—Jensen.
CATHERINE APOR, British steamer, 1,730, S. H. Belson, 18th Jan., Calcutta 31st Dec., Penang and Singapore 12th Jan., General—David Sassoon, Sons & Co.
CHINA, Austrian steamer, 3,835, F. Mosca, 20th Jan., Trieste 9th Jan., and Singapore 14th, General—Sander, Wieler & Co.
CHOWFA, German steamer, 1,050, H. Kehler, 18th Jan., Bangkok 9th Jan., and Swatow 17th, Rice and Wood—Butterfield & Swire.
DAIGI MARU, Japanese steamer, 846, Saito, 22nd Jan., Tamsui 19th Jan., and Swatow 21st, General—Mitsui Bussan Kaisha.
DEVAYONGSE, German steamer, 1,057, H. Hayes, 8th Jan., Bangkok 28th Dec., Rice—Butterfield & Swire.
EMPRESS OF INDIA, British steamer, 3,003, O. P. Marshall, R.N.R., 21st Jan., Vahcouver 30th Dec., and Shanghai 18th Jan., Mail and General—C. P. R. Co.
ERICA, German steamer, 1,217, Zindel, 20th Jan., Singapore 12th Jan., General—Jensen & Co.
FAUSANG, British steamer, 1,410, T. A. Mitchell,

GLENOCLE, British steamer, 3,750, W. Frakes, 9th Jan., Shanghai 6th Jan., General—Dodwell & Co., Ltd.
HAITAN, British steamer, 1,138, J. S. Roach, 21st Jan., Swatow 20th Jan., General—Douglas, Laprak & Co.
HANYANG, British steamer, 1,066, Jameson, 22nd Jan., Singapore and Hoihow 21st Jan., General—Butterfield & Swire.
HEIM, Norwegian steamer, 758, A. Ficksen, 12th Jan., Moji 5th Jan., Coal—Sander, Wieler & Co.
KATSUYAMA MARU, Japanese steamer, 1,097, K. Hayashi, 22nd Jan., Canton 21st Jan., General—Tong Kee.
LOONGSANG, British steamer, 1,092, G. S. Weigall, 18th Jan., Manila 15th Jan., Hemp and General—Jardine, Matheson & Co.
MARIE JENSEN, German steamer, 1,771, P. Hennel, 19th Dec., Bangkok 12th Dec., Rice—Kong Fat.
MONGKUT, German steamer, 850, Giesche, 20th Jan., Bangkok 12th Jan., Rice and General—Butterfield & Swire.
MONS, German bark, 1,921, F. Rowell, 18th Jan., Cardiff 23rd May, Coal—E. A. Trading Co.
PERLA, British steamer, 1,276, G. Blaxland, 22nd Jan., Manila 17th Jan., Hemp—Sheehan, Tomes & Co.
PERU, American steamer, 3,528, A. F. Pillsbury, 17th Jan., San Francisco 19th Dec., and Shanghai 14th Jan., Mails and General—P. M. S. S. Co.
PRECHABURY, German steamer, 1,600, Hohmann, 17th Jan., from Saigon, Ballast—Melchers & Co.
PETRARCH, German steamer, 1,752, H. Uecker, 20th Dec., Labuan 12th Dec., Sugar—Sander, Wieler & Co.
PITSANULOK, German steamer, 1,267, L. Giesche, 19th Jan., Bangkok 12th Jan., General—Butterfield & Swire.
ROBERT DICKINSON, British steamer, 1,921, S. McDowell, 18th Jan., Balli Papan 6th Jan., Kerosine—Arnhold, Karberg & Co.
RUBI, British steamer, 1,011, R. W. Almond, 19th Jan., Glasgow via Penang, Singapore, Hoihow and Manila 16th Jan., Ballast—Sheehan, Tomes & Co.
SABINE RICKERS, British steamer, 690, J. R. Nasbit, R.N.R., 21st Jan., Amoy 20th Jan., Ballast—Arnhold, Karberg & Co.
SALAMANKA, German steamer, 883, J. H. Anderson, 16th Dec., Moji 9th Dec., Coal—Brudley & Co.
SATURN, American transport, 1,617, Frank E. Foss, 14th Nov., Shanghai 11th Nov.
SILSIA, German steamer, 4,200, J. Bahle, 22nd Jan., Kobe and Moji 15th January, General—Carlowitz & Co.
TAKSANG, British steamer, 977, W. P. Baker, 16th Jan., Bangkok 6th Jan., and Ang Hin 8th, Rice and General—Jardine, Matheson & Co.
TARTAR, British steamer, 4,426, E. Bechham, 18th Jan., Vancouver 16th Dec., and Shanghai 15th Jan., General—C. P. R. Co.
TETARTOS, German steamer, 1,578, W. Diuse, 16th Jan., Samarang 6th Jan., Sugar—Siemens & Co.
THALES, British steamer, 820, A. J. Robson, 16th Jan., Taiwan 13th Jan., Amoy 14th, and Swatow 15th, General—Douglas, Laprak & Co.
YEDO MARU, Japanese steamer, 1,069, T. Samma, 19th Jan., Cheloo 14th Jan., General—Lun On & Co.

Sailing Vessels.

FRED. P. LUTHERFIELD, American bark, 1,080, Allen Folton, 12th Dec., Fremantle, W.A. 15th Sept., Sandalwood—Orler.
HERZOG JOHANN ALBRECHT, German schooner, 701, Andersen, 10th October, Manila 6th Oct., General—Master.
INVERMAY, British ship, Lamont, 18th Jan., Cardiff 13th Aug., Patent Fuel—Admiralty.
MOBILE HAY, British bark, 1,117, James A. Joynt, 18th Dec., Hoihow 17th Nov., Coals—Jardine, Matheson & Co.
NICOLA, Norwegian bark, 649, Cardina, 3rd Jan., 21st Oct., Sandalwood—Orler.
VAL OF DOON, British bark, 669, J. Petersen, 16th Dec., Rejang 18th Nov., Timber—Sander, Wieler & Co.
WEST YORK, British bark, 706, W. S. Forster, 20th Dec., Caliao 10th Oct., Ballast—E. A. Trading Co.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, January 23rd, 1902.
Alacrity, despatch vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. S. E. Enskine, Hongkong.
Albion, 1st-class battleship, 12,900 tons, 13,500 i.h.p., 16 guns, Capt. W. W. Hewitt, Hongkong.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. W. Carey, Newchwang.
Arctura, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Starlin, Shanghai.
Argonaut, 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 16 guns, Capt. G. H. Cherry, R.N., Wei-hai-wei.
Astron, 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. C. J. Baker, Hongkong.
Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., Mils Bay.
Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. F. H. Henderson, C.M.G., Hongkong.
Bramble, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Hongkong.
Brisk, 3rd-class cruiser, 1,700 tons, 6 guns, 5,600 i.h.p., Commander E. H. Martin, Singapore.
Britannia, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. Comdr. E. A. Baird, Hongkong.
Crazy, 1st-class cruiser, 12,000 tons, Capt. Tudor, Hongkong.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Capt. Wm. C. Pakenham, Singapore.
Editha, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. R. H. S. Stokes, Hongkong.
Endymion, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. A. W. Paget, C.M.G., Hongkong.
Est, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut. Comdr. W. Forbes, China kiang.
Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., Lieut. and Comdr. C. Mackenzie, D.S.O.
Firebrand, 3rd-class gunboat, 455 tons, 4 guns, 360 i.h.p., Lt. and Comdr. Beaty Pownall, Canton.
Glory, 1st-class flagship, 12,500 tons, 16 guns, 13,500 i.h.p., Capt. A. Carter, en route Singapore.
Gallia, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Hongkong.
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Comdr. C. G. Hardy.
Hummer, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davidson, Hongkong.

Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Capt. R. W. White, Amoy.
Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Hongkong.
Otter, torpedo-boat destroyer, 350 tons, 6 guns, 6,300 i.h.p., Lieut. and Com. C. P. Mansel, Hongkong.
Phaenix, sloop, 1,060 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Hankow.
Pigmy, 1st class gunboat, 750 tons, 6 guns, 1,200 i.h.p., Lt. and Comdr. A. H. Oldham, Hongkong.
Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Hongkong.
Plover, 1st class gunboat, 435 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. Wats Jones, en route Singapore.
Rambler, surveying ship, 585 tons, 650 i.h.p., Capt. Morris H. Smyth, Hongkong.
Redpole, 1st class gunboat, 805 tons, 6 guns, 1,200 i.h.p., Lieut. Com. C. F. Corbett, en route Singapore.
Robin, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut. Comdr. G. G. Webster, West River.
Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p., Comdr. A. W. Hamilton, Wei-hai-wei.
Sandpiper, British river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lt. Comdr. M. Lockhart, West River.
Snipe, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut. and Commander Dalgety, Yangtze.
Swift, 2nd-class gunboat, 750 tons, 6 guns, 650 i.h.p., in reserve Hongkong.
Taku, torpedo-boat destroyer, 250 tons, in reserve Hongkong.
Talbot, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. F. G. Stopford, Hongkong.
Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.
Terrile, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.
Teward, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.
Waterluch, surveying ship, 620 tons, 450 i.h.p., Lt. Comdr. W. O. Lyne, Hongkong.
Walerich, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., in reserve.
Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., in reserve Hongkong.
Woodcock, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut. Comdr. Watson, Kinkiang.
Woodruff, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut. Comdr. H. E. Hillman, Yangtze.
Torpedo-boats in Reserve Nos. 8, 15, 26, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Aspern, Austrian gunboat, 970 tons, Captain Heinrich, en route Singapore.
Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 i.h.p., Capt. S. N. Sybrandt, Swatow.
Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,000 tons, 5,900 i.h.p., Capt. J. P. Rossum, Swatow.
Leopard, Austrian cruiser, 1,600 tons, Captain Muller, Singapore.
Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.
Maria Theresa, Austrian cruiser, 10 guns, 5,000 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Stambuchi, Shanghai.
Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,750 i.h.p., Capt. Jansen, Taku.
Zaire, Portuguese gunboat, 530 tons, Captain Mello, Macao.

FOREIGN MEN-OF-WAR OF THE CHINA AND JAPAN STATION.

The Russian Squadron.
Admiral Korovikoff, Russian armoured cruiser, 5,000 tons twin screw, 30 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.
Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt. Volsky, at Tientsin.
Albatross, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Capt. Eliskoff, at Nagasaki.
Dobry, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.
Dimitri Donskoy, Russian armoured cruiser, 6,000 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, en route Singapore.
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Taku.
Gremiatichy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 3,000 h.p., Capt. Mikhalshchey, at Shanghai.
Koreyets, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Simanov, at Taku.
Manchuria, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakevoff, at Nagasaki.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.
Nayardnii, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.
Otavany, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copronoff, at Shanghai.
Petroharlovich, Russian battleship, 12,000 tons, Capt. Grevais, at Nagasaki.
Polstava, Russian battleship, 10,900 tons, 11,255 i.h.p., 16 guns, Capt. Orgeroff, at Nagasaki.
Rosita, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki.
Roraynik, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.
Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.
Sevastopol, Russian battleship, 10,900 tons, 13,600 i.h.p., 16 guns, Capt. Melesky, at Nagasaki.
Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.
Sisrot Veliky, Russian battleship, 8,800 tons, 14 guns, 8,500 i.h.p., Capt. Tarassoff, at Manila.
Sivoutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,300 h.p., Capt. Soubatin, at Nagasaki.
Sveaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.
Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, en route Singapore.
Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.
Vladnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulja, at Taku.
Zabitska, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkroff, at Nagasaki.

(1st and 2nd class).

Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.
Ford, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Fanchitch, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Kasatka, Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai.
Kia, Russian torpedo boat, 350 tons, Captain Kivarsky, at Shanghai.
Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.

Poloznitsk, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Stik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Skut, Russian torpedo boat, 350 tons, Capt. n Smirnov, at Shanghai.
Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sootichina, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Sym, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.
Sieriatie, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Singuri, Russian torpedo boat, 140 tons, 4 guns, 1,600 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA.

(SEA GOING.)
Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 12 knots.
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
* Flagship of Vice-Admiral Alexieff.
* Flagship of Rear-Admiral F. V. Dubossioff.
* Flagship of Rear-Admiral Resnoff.

THE GERMAN SQUADRON.

Bussard, German cruiser, 1,830 tons, 8 guns, Comdr. von Basewitz, at Saigon.
* *Furst Bismarck*, German flagship, 11,000 tons, 36 guns, Capt. Graf Lotke, at Taku.
Gefion, German cruiser, 4,100 tons, 10 guns, 9,000 h.p., Capt. Kollmann, at Amoy.
Geir, German cruiser, 4,100 tons, 8 guns, Capt. Bartsch, at Shanghai.
* * * *Hansa*, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Wosung.
Held, German despatch vessel, 2,000 tons, 12 Capt. Rampold, at Wosung.
Hertha, German cruiser, 5,000 tons, 30 guns, Capt. Derrewsky, at Saigon.
Illit, German gunboat, 900 tons, 10 guns, Lieut. Comdr. Stamer, at Canton.
Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Siciu, at Nagasaki.
Jaguar, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Foochow.
Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Siciu, at Amoy.
* * *Kurfurst Friedrich Wilhelm*, German battleship, 10,100 tons, 40 guns, Capt. von Holand, at Wosung.
Luchs, German gunboat, 950 tons, 10 guns, Comdr. Daehnhandt, at Shanghai.
Schwalle, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.
Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.
Tiger, German gunboat, 950 tons, 10 guns, Comdr. von Miltziedt, at Bangkok.
Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.
Warth, German battleship, 10,100 tons, 40 guns, Capt. Dorkenhagen, at Taku.
K. F. Wilhelm, German battleship, at Nagasaki.
No. 90, German torpedo-boat, 320 tons, Capt. Hoepfner, at Shanghai.
No. 91, German torpedo-boat, 360 tons, Capt. Püllen, at Shanghai.
No. 92, German torpedo-boat, 320 tons, Capt. Fluhrich, at Shanghai.
* Flagship of His Excellency Vice-Admiral Bendemann.
* * Flagship of Rear-Admiral Geissler.
* * Flagship, Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut. Comdr. Belloy, at Nagasaki.
Amiral Charner, 2nd-class cruiser, 4,800 tons, Capt. Baehne, Saigon.
Bengali, 2nd class despatch-boat, Lt. Comdr. De La Croix de Castries, at Nagasaki.
Bugard, 2nd-class cruiser, 4,000 tons, 19 guns, 9,000 i.h.p., Capt. Deferve, at Shanghai.
Chasteloup Laubais, 2nd-class cruiser, 3,725 tons, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, at Hongkong.
Comete, gunboat, 600 tons, Capt. Lohel, at Canton.
Decadet, gunboat, 630 tons, Capt. Leameey, at Pakhoi.
* *D'Entrecasteaux*, 1st class cruiser, 9,000 tons, 26 guns, 13,500 i.h.p., Capt. D. Fournet, Tonkin.
Descartes, 2nd class protected cruiser, 4,000 tons, 30 guns 631 i.h.p., Capt. L. de Saune, at Saigon.
Eure, Dispatch-transport, Captain Vallée, at Saigon.
Friant, 3rd class cruiser, 3,900 tons, Capt. Adam, at Haiphong.
Jan Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Taku.
Kersaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon.
Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.
Pascal, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Moutet, at Shanghai.
Six, 3rd-class cruiser, 1,800 tons, Capt. Vincent, at Hongkong.
Surprise, gunboat, 200 tons, 10 guns, 860 i.h.p., Capt. Morney, at Shanghai.
Ville D'Alger, monitor, 944 tons, Captain Bonnessur, at Hongkong.
Vipere, gunboat, 400 tons, Captain G. del Villeneuve, at Foochow.
* Flagship of Vice-Admiral Courrejollès.

THE AMERICAN SQUADRON.

Albatross, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.
Bennington, U.S. gunboat, 1,710 tons, 6 guns, 2,436 h.p., Comdr. C. H. Arnold, at Hongkong.
Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, at Shanghai.
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Com. G. B. Bradshaw, at Manila.
Castine, U.S. gunboat, 1,230 tons, 8 guns, 2,199 h.p., Comdr. S. W. Verry, at Shanghai.
Celina, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forse, at Manila.
Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.
Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.
Don Juan de Austria, U.S. gunboat, 1,200 tons, Capt. Bowman, at Hongkong.
Glacier, U.S. supply-ship, Lieut. Comdr. A. Mertz, at Manila.
Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Wood, at Manila.
Iris, U.S. distilling-ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Manila.
Isla de Luzon, U.S. gunboat, 1,330, Comdr. J. V. B. Bleeker, at Manila.
Kentucky, U.S. battleship, 11,500 tons, Capt. C. H. Stockton, at Amoy.
Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut. Comdr. A. P. Nazro, at Manila.
Maritima, U.S. gunboat, 1,000 tons, 1,500 h.p., 12 guns, Comdr. E. H. Green, at Canton.
Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. A. B. Speyers, at Canton.
Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Dicknell, at Taku.
Montezuma, U.S. double-turret monitor, 4,090 tons, 4 guns, 3,244 h.p., Comdr. G. W. Piggan, at Shanghai.
Neahkahah, U.S. gunboat, 1,300 tons, 2 guns, 750 h.p., Comdr. J. E. Craig, at Manila.

New York, U.S. cruiser, 4,083 tons, Capt. B. McCallum, at Manila.
Oregon, 1st-class U.S. battleship, 10,280 tons, 16 guns, 11,111 h.p., Capt. F. W. Dickens, U.S.N., at Wosung.
Petrel, U.S. gunboat, 362 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwall, at Manila.
Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. Selfridge, at Manila.
Scandia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.
Whetling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.
Wilkes, U.S. cruiser, 2,222 tons, Capt. C. O. Allibone, at Amoy.
Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.
Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.
Zafra, U.S. dispatch-vessel, 675 tons, Capt. J. L. Purcell, U.S.N., at Manila.

THE ITALIAN SQUADRON.

Calabria, Italian cruiser, 2,